

FINAL FEASIBILITY STUDY

06/2009

APPENDIX

EUROPEAN UNION







FEASIBILITY STUDY FOR THE REHABILITATION AND EXTENSION OF THE ROAD M3 CHISINAU – GIURGIULESTI/ROMANIAN BORDER

Europe Aid/125919/C/SER/MD







Chisinau, Moldova



APPENDIX I-1.

Project Location Maps













APPENDIX I-2.

Terms of Reference



EUROPEAN UNION — TACIS

Promotion of Networks: TRACECA

Terms of Reference

FEASIBILITY STUDY FOR the REHABILITATION and EXTENSION of the ROAD M3 CHISINAU — GIURGIULESTI/ ROMANIAN BORDER

The Republic of Moldova

Tacis Regional Action Plan 2005



LIST OF ACRONYMS

EBRD	European Bank for Reconstruction & Development
EC	European Commission
EU	European Union
EUR	Euro
GOMR	Government of Moldovan Republic
HDM	HDM 4 - Specialized programme for road design
IFI	International Financial Institutions
IGC	TRACECA Inter-Governmental Commission
IMF	International Monetary Fund
IRR	Internal Rate of Return
MR	Moldovan Republic
MLA	TRACECA Multi-Lateral Agreement an International Transport
MOTRI	Ministry of Transport and Road Industry
PCA	Partnership and Co-operation Agreement
pcu/day	Present Car Unit per day
PMU	Programme Management Unit
SEDPR	World Bank Strategy for Economic Development and Poverty
SRA	State Road Administration
ТА	Technical Assistance
TACIS	EU Technical Assistance to the Commonwealth of Independent
TOR	Terms of Reference
TRACECA	Transport Corridor Europe Central Asia via South Caucasus
USAID	US Agency for International Development
USD	US Dollar
VOC	Vehicle Operating Costs
WB	World Bank



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1. BACKGROUND INFORMATION

1.1. Beneficiary country

The beneficiary country is the Moldovan Republic (MR).

1.2. Contracting Authority

The European Community, represented by the Commission of the European Communities, for and on behalf of the government of the Moldovan Republic (GOMR).

1.3. Relevant background

The Moldovan Republic is a landlocked country with 12,730 km of highways, 10,973 of which are paved or gravelled. Maintenance and rehabilitation of the existing transport infrastructure would have been adequate to facilitate a moderate recovery of the national economy. However, lack of funds for maintenance resulted in a severe deterioration of the infrastructure system to the point where major rehabilitation is now required. Around 70% of the national roads in the Moldovan Republic are in poor condition, while the figure for a typical industrialized country would be about 7%. Such poor conditions in the transport sector decrease the countries potential for growth¹.

International trade largely contributes to the GDP of the country. Therefore, the economy is heavily dependent on a cost-efficient international transport system as agricultural products in particular are very price sensitive to transport costs.

In the context of the SEDPR policy (the strategy for economic development and poverty reduction) initiated by the World Bank, improving the efficiency and quality of the transport sector by the development and modernization of its infrastructure is a priority for the Government of the Republic of Moldova.

Road sector development is a high priority component of both regional and domestic transport policies in the Moldovan Republic. More than 60% of transportations in the Moldovan Republic are by road vehicles, but more than 67% of the national roads are in poor condition. According to the Ministry of Transport and Road Industry of Moldova in 2004 41.8% of the total road-based freight transportation (in tones/km) was carried out by privatized joint-stock companies.

The Road State Administration is responsible for the administration, maintenance and design of the public road network. However, lack of financing is a serious problem and according to the World Bank, road users contribute to only 10 % of its costs. There is a major need for the maintenance and rehabilitation of the existing transport infrastructure which depends on the allocation of available funds.

1.4. Current state of affairs in the relevant sector

In September 2006, the government started the preparation of Moldova's National Transport Programme for the 10-years period 2008-2017. This Transport Sector Programme will consist of (i) the Transport Sector Strategy and (fi) the prioritized Investment and Expenditure Plan for the Transport Sector. The work has until now focused on a diagnostic of the transport sector (road, rail and urban transport in Chisinau). A visual condition survey for the entire network of national roads of about 3.600 km and for a sample of 1.000 km of local roads has also been done. A first draft of the Transport Sector Strategy and of the prioritized 10-year Investment an Expenditure Plan for the Road Sector should be ready by mid-2007. It will constitute the framework for all actions,

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¹ Relates to all statistical figures under art.1.3 and 1.4: CIA, The Wodd Factbook, updated 13 June 2006



investments and expenditures in the Transport Sector starting from 2008 onwards, including those to be financed by external donors. Investments in the road sector for the years 2006 and 2007 are based on the Government's interim program.

The government budget for 2007 shows a very significant increase in domestic financing for the road sector. From the typical average road budget of about US\$7 million equivalent before 005, budgeted road investment and expenditures in 2007 are now at US\$29 million equivalent. Of that amount, US\$14 million (Lei 184 million) are budgeted for road maintenance and US\$15 million (Lei 196 million) for road rehabilitation. This figure is expected to rise to at least US\$50 million in 2007, US\$75 million in 2008 and US\$90 million in 2009, according to the agreements with the donor community within the Poverty Reduction Strategy Credit (PRSC) framework. However, these spending targets can only materialize with support from the international donor community, and the use of foreign contractors for works execution.

On 29 December, 2004, the government of Moldova and a group of Azerbaijani companies "Azpetrol», "Azertrans» and "Azpetrol Refinery» signed an investment agreement in Chisinau on the implementation of the construction of an oil terminal (including a large oil refinery) and cargo passenger port in Giurgiulesti,. The total cost of the "Azpetrol» investment project is USD250 million. Completion of the project is scheduled for 2007. In this respect, the M3 road has a strategic rote, as it is an integral part of the European roads E 577 and E 584 and it provides a link between Trans-European corridors IV, VII and IX.

1.5. Related programmes and other donor activities EC Tacis Programme

One of the major objectives of the Tacis / TRACECA Programme is to improve the transport networks in the region through technical assistance projects. The Feasibility Study for the Rehabilitation and Extension of the Road M3 "Chisinau – Giurgiulesti/Romanian Border' was included in the TRACECA Action Plan 2005.

TRACECA IGC was established in the framework of the ["]Basic Multilateral Agreement on International Transport for Development of the transport corridor Europe-Caucasus-Asia" signed in 1998 and ratified by 12 TRACECA countries, including the Moldovan Republic. One of the provisions of the MLA is to create a predictable and attractive environment for investments from both International Financial Institutions (IFIs) and private investors.

International Financial Institutions The World Bank, the EBRD and the EIB have agreed to support the Government's Transport Sector Program (in particular the Road Sector Program) through IDA funds, starting from 2007.

The core objectives of the Government's Road Sector Program are: (i) to protect Moldova's core national road network from further deterioration; and (ii) to create an adequate institutional and financial framework for the sustainable development of road infrastructure and transport services.

The discussions between the Government, the World Bank and other development partners allowed to envisage the approximate financial volume of the program, as follows: (i) The World Bank would contribute IDA resources of an amount between US\$ 16 and 20 million; (ii) The Government will contribute from its own budgetary resources in the order US\$ 50-90 million annually over the 2007 – 2009 period, which could include the proceeds of IDA's PRSP credits and also of budgetary support to be provided by other donors. (ih) The European Bank for Reconstruction and Development (EBRD) would be willing to contribute an amount in the order of €20-30 million; this will nevertheless require further discussions between the Government and EBRD. The combined resources as described above would result in a financing scope of the program of



about US\$ 200-250 million. A further increase of this amount could result if other donors were to contribute more resources towards the program. Discussions with other donors concerning additional financing for the program are at a preliminary stage and will be stepped up.

2. CONTRACT OBJECTIVES & EXPECTED RESULTS

2.1. Overall objectives

The overall objective of the project is to support the modernization of Moldova's transport infrastructure in order to improve access to regional and international markets.

2.2. Purpose

The specific objective is to provide a bankable technical, financial, environmental and institutional feasibility study for the rehabilitation and extension of the M3 road Chisinau-Giurgiulesti / Romanian Border - 217.21 km.

The construction and rehabilitation of the new road M3 Chisinau-Giurgiulesti will develop regional transport between the Ukraine and other TRACECA countries. The rehabilitation of the First section of the road (Chisinau-Cimislia) will improve the transport connections avoiding inhabited areas. The rehabilitation of the second (existing) part of the road Cimislia- Giurgiulesti is very important, in view of the region's densely populated area. The current road conditions for the traffic intensity are very poor. Obviously, the rehabilitation and reconstruction of the whole road will facilitate trade, transport, industry and tourism development in the region and will be a prerequisite for secure transportation connecting the country's centre with the regions.

This road has a strategic rote, as it is an integral part of the European road E 577, and it provides a link between Trans-European corridors VII and IX, the latter connecting with the TRACECA transport network.

2.3. Results to be achieved by the Consultant

The project will provide with the following results:

1) Identification of Transport Needs, including traffic surveys and traffic forecasts will be carried out, including:

- A technical assessment of the infrastructure carried out with the general task of updating the road sector profile for this road section.
- Road condition survey.
- Survey of factual pavement condition, road safety assessment (black spots).
- Road maintenance standards.
- Present traffic management.

2) Assessment of technical, environmental, financial and economic feasibility as well as institutional sustainability of the road rehabilitation and extension, including

- A review of the Status of institutional development and policy reforms in the road sector initiated by GOMR in previous years.
- Evaluation criteria based on poverty indicators for rural roads and bridges. A socioeconomic analysis as well as an environmental and social impact assessment.
- Cost estimates for infrastructure and maintenance costs as a basis for economic and financial cash flow calculations and calculation of internal rates of return and net present values;



- A technical feasibility study for the main road and rural feeder roads comprising the project, including an examination of the appropriate use of labor-intensive techniques for construction and maintenance;
- Institutional sustainability in regard to carrying out the necessary works and maintenance tasks including a proposal on how to improve the performance of the existing Road Maintenance Enterprises including the development of a Business Plan for road service centers along Chisinau — Cimislia, in order to improve regional economy and employment and to create a predictable environment for private investors.

3) Detailed Technical Surveys and Engineering Design

- Detailed Drawings;
- Soil and Materials Investigations;
- Technical Specifications;
- Miscellaneous Works such as geo-technical and topographic surveys necessary;
- Design Report;
- Road Maintenance Plan including regular and periodic maintenance, winter service and required equipment.

4) Coordination with IFIs is ensured and tender documents for the rehabilitation of one or two priority sections chosen based on the Feasibility study are provided.

At the beginning of the project the Consultant shall coordinate with the IFIs involved in the Government's Road Sector Program to facilitate investment appraisal for the road rehabilitation. In view of this, it should be noted, that the social, environmental, and economic analyses should be conducted in accordance with the IFIs guidelines. The results of the feasibility study should facilitate the Government in its negotiations for future funding from EBRD or other IFIs/private investors.

3. ASSUMPTIONS & RISKS

3.1. Assumptions underlying the project Intervention

There is no doubt, that the M3 has a major role in the development of the economy of Moldova as it provides this landlocked country with access to the Danube and to the Black Sea. However, the final decisive factor for the level of the required investment will be the traffic volume to be expected on that road.

Furthermore, it seems of utmost importance to avoid the situation where a potentially positively appraised project faces severe constraints when it comes to its realization in terms of financing and institutional capacity. Thus, the feasibility study has to give special attention to long-term sustainability aspects and it is assumed, that the responsible governmental entities will support and implement necessary measures in the future. This assumption is particularly important, when it comes to long-term maintenance of road. Thus, the major assumption is that in the long run, the Moldovan Government would strive for a higher cost recovery in the road sector.

The main assumption underlying the project is that requirements of the IFIS are met for granting the loan for the rehabilitation of the Chisinau - Giurgiulesti road and can attract the necessary financing. Coordination with the IFIs in the framework of the Government's Transport Sector Program (in particular the Road Sector Program) is necessary in order to ensure investment's appraisal.

Furthermore, it is assumed that the Project Partner will give the full technical and logistical support available to the Consultant and has a strong commitment towards the project objectives



and implementation requirements. In this respect it is important that the Project Partner will ensure availability of maps in the required scales and other relevant information.

3.2. Risks

Major risks, which might affect the objective of this project, are:

- The Government's financing situation and guarantee capabilities will worsen, thus hampering planned funding from IFIs;
- The Government fails to adopt a coherent Transport Sector Strategy which adequately addresses the essential issues affecting the Road Sector.



4. SCOPE OF THE WORK

4.1. General 4.1.1. Project description

The Moldovan M3 road section provides the most important and the shortest link between Chisinau and Giurgiulesti – giving access to the Danube and the Black Sea.

The project will prepare the feasibility study and tender documents for the rehabilitation of chosen priority road sections (a pre-feasibility study for the rehabilitation of parts of this road was carried out in 1995).

The is in line with the Government's Transport Sector Strategy and the SEDPR policy initiated by the World Bank for the Republic of Moldova. The Project will facilitate national development and regional cooperation by rehabilitating the Road M3 connecting Moldova, Ukraine, Romania and through the oil terminal to other Danube and Black Sea TRACECA countries.

The M3 road Chisinau - Giurgiulesti is an integral part of the European road E577 Poltava – Kirovograd – Chisinau – Giurgiulesti – Galati – Slobozia. It provides a link between TEN corridors IV and IX. The M3 road runs from the north/centre of Moldova to the south-west with a total distance of 217 km.

The first section of the road (Chisinau – Cimislia) is 67.4 km in length, including the Cimislia bypass which is 14.2 km in length. The first 34 km of the road were constructed in the period 1985 -1995 and earth works were carried out for the next 8 km of the road. The rest of the section Chisinau-Cimislia was divided in two sections: km 34 – km 53 +200; and km 53 + 200 – km 67 + 400. It is four lanes wide in design. This road is not finished and has no connection with the road network of Moldova. This section is located in an uninhabited area and is the shortest *way* to Cimislia, and therefore has huge advantages over the existing road Chisinau-Hincesti-Cimislia.

It is further recommended that the rest of the road should be constructed to appropriate design standards (cat. II - width of sub-grade 15 m, allowed axle load 11.5 tons/axle; suitable for traffic densities of 2,000 to 10,000 pcu/day or cat. 1 depending an traffic volumes). The road connects a densely populated agricultural growing and processing region (population is approx. 140,000 people) with Cimislia.

The existing road Chisinau- Hincesti- Cimislia passing through the inhabited area has a lot of turns, its technical parameters do not correspond to the required safety levels, travel time, etc. The current traffic intensity is 7,000 - 9,000 pcu/day.

The total length of the second section of the road (Cimislia – Giurgiulesti) is 149.6 km. This section coincides with the existing road with the exception of bypass roads at some locations. The main works for the section include the reconstruction of the existent road (two lanes width) and construction of an additional Jane at some dangerous sections. The two most important sections are – the bypass of the town of Bolgrad (Ukraine) and the road to the village of Giurgiulesti.

The Bolgrad bypass (Ukraine) is 15.5 km in length. This section is in poor condition, and it needs realignment in order to avoid double crossing of the Ukrainian border. The road to the village of Giurgiulesti should make a connection with the Romanian border and the river Danube near the village of Giurgiulesti. The road is passing through the villages of Slobozia Mare, Cislita-Prut and Giurgiulesti. The carriageway is narrow; there are a lot of turns, and is practically useless for heavy truck traffic. The problem may be solved by the construction of a bypass of the localities mentioned above. The length of the bypass would be 21 km.



A great part of the road has a high level of degradation and reduced bearing capacity. This results in high transportation costs measured in time and in vehicle operation costs, thus increasing overall transport costs and consequently reducing opportunities for local businesses and transit traffic. In addition, road accidents rates are increasing.

The most urgent works appear to be the rehabilitation of major parts of the road, reconstruction of the drainage system, some bridges, culverts, transport interchanges, road safety installations and also environment protection activities. Furthermore, widening the road to four lanes should be envisaged on some sections as well as bypasses of Comrat, Bolgrad, Slobozia Mare, Cislita Prut, Giurgiulesti and Prutul de Jos natura) reserve, based on further traffic developments/prognosis.

4.1.2. Geographical area to be covered

The geographical area to be covered comprises the Moldovan Republic and the cities of Chisinau, Cimislia, Bolgrad (Ukraine), Comrat, Vulcanesti, Giurgiulesti.

4.1.3. Target groups

The target groups are the Ministry of Transport and Road Industry of the Moldovan Republic, the State Road Administration of the Moldovan Republic as well as the designated institutions appointed by the Ministry.

4.2. Specific activities

The Feasibility Study for the road Chisinau — Giurgiulesti will include the following components.

1) Coordination with Moldovan institutions and IFIs

Local staff and Ministry officials should be involved in all phases of the work. Local staff should be given full instruction and training in the use of:

- International standards and new proposed local standards based on international practice.
- Key extracts from international design manuals, codes of practice, bridge capacity analysis, etc. should be translated into Russians and left with local staff and officials.
- Upon completion of the Feasibility stage, at least four local staff and/or MOTRI and SRA
 officials should be able to explain the project reports and autonomously demonstrate the
 procedures, tools and methods used.
- In addition to the full involvement of the local staff in day-to-day work, the Consultant should plan basic and advanced training seminars for selected staff members if appropriate.

The consultants shall closely cooperate with the EC Project Manager, the IFIs and the Project Partners. The Consultant should plan two high-level seminars: (i) at the end of the inception phase of the project and (ii) at the time of presentation of the draft Feasibility Study to senior government officials. Appropriate conference rooms, simultaneous translation, well-prepared project summary documents etc., should be foreseen. White carrying out the investigations, the Consultant has to provide documentary output, and respond to requests for reasonable additional information or clarifications from the IFIs, as necessary.

2) Project's design and monitoring framework

2.1. Preparation of Project Design and Monitoring Framework

The consultants will include performance targets and indicators for project impact, outcome, outputs, and activities. They will formulate, in a participatory manner, a detailed project design



and monitoring framework and performance management system for monitoring and evaluating project impact, outcome, outputs, and activities during project implementation and for project post evaluation, including poverty reduction objectives. Collect preliminary baseline data for the indicators and targets, including mitigation measures. Emphasize indicators for which data can be collected by the executing agency during and alter project implementation. Prepare appropriate formats, schedules and cost estimates for collecting baseline data for benefit monitoring and evaluation following project completion.

2.2. Analysis of the financial capabilities of the executing agencies

Assess the financial sustainability of the proposed project, including: (i) projecting the forward incremental recurrent costs associated with the project, (ii) assessing forward debt service obligation, (iii) comparing total forward cash outlay requirements against current MOTRI budget, and (iv) presenting a conclusion with respect to the financial sustainability of the project.

3) Detailed engineering

The Consultants will carry out topographical surveys, geotechnical survey, alignment plans, route and crossroad plans, longitudinal section, drainage survey, hydrological/hydraulic studies, subsurface soil explorations, material surveys, and centreline and cross sectional levels and all other field and laboratory investigations required for the various scenarios to be developed. These shall comprise inter-alia:

- Surveys of weather data, topography, geology and land use, including cross section plans, and proposed (re-)alignments;
- Material testing and soil investigation, to identify and test appropriate materials for rehabilitation of the road and the crossing structure;
- Hydrological and hydraulic studies;
- Systematic detailed surveys and capacity appraisals of existing bridges, culverts and other drainage structures, and determination of their suitability. Determine reinforcement, repair or replacement measures;
- Draw up a comprehensive technical report proposing and assessing appropriate improvement requirements for the forecast traffic.

The most suitable standards and specifications should be used, taking into consideration different project alternatives and newly proposed national standards for Geometric Design developed with collaboration and support from the relevant IFIs. Former Soviet Union standards have been much criticized by international consultants, but there may be reluctance by local engineers to abandon them. A preliminary pavement design shall be provided using both international and local standards. Alternative alignments are to be studied for the selected road section.

4) Detailed Drawings

The Consultant shall prepare detailed design drawings for the chosen option(s). The drawings shall comprise inter-alia:

Location plans, scale 1/50,000

Vertical profile and horizontal alignment of the project centre line, scale H=1:5,000, V=1:500 Ditto at scale H=1:2,000, V=1:200 for difficult sections

Bridges, overpasses with spans of 10m or greater, and other comparable structures: drawings at scale H=1:500, V=1:50 showing reference to all engineering structures and drainage

- Typical cross sections
- Typical culvert and drain details
- Typical detail plans for ancillary works, junctions, road signage etc

5) Road Condition Survey



A detailed inventory of the existing road condition, following the existing inventory shall be completed, including pavement (also see *Survey of factual pavement condition* below), shoulders, tunnels, galleries, bridges, drainage structures, retaining walls, culverts, lighting, road marking, pit-road constructing materials and identification of failed segments.

6) Traffic Surveys and Traffic Forecasts

The Consultant shall undertake a traffic survey for the project for a twenty-year period following the completion of the road improvement, which will include a sample of the road, the updating of existing traffic surveys and traffic forecasts, including the following activities:

- carry out reconnaissance, field investigations and data collection at several locations and times, including traffic counts, origin-destination and commodity surveys, traffic composition and vehicle occupancy, to develop sufficiently detailed information on the present pattern of movement of goods and people, and of traffic by various modes in the project area, taking into consideration seasonal factors;
- based upon the traffic counts and origin-destination survey, obtain any additionally necessary information on the present pattern of traffic by vehicle type and mode in the zones of influence of the roads and relate it to the economy of the area, and to regional economic activity due to transit traffic;
- forecast future movements of goods and people and transport demand, based on the expected level of economic activity, sector by sector;
- assess the possibility of passenger and goods traffic diversion from other transport modes and potential re-routing of traffic along the corridor, taking into account transport costs and other relevant factors;
- assess the capacity of roads before and after the project and the effects of any congestion and/or road conditions on vehicle operating costs (VOCs);
- prepare traffic forecasts in terms of average vehicles per day by representative vehicle types, related to the sectional forecasts; estimate the potential increase in traffic, if any, generated from improved road transport and diverted traffic from existing roads

7) Survey of factual pavement condition

Carry out (i) pavement condition survey to calculate the overlay thickness needed to achieve the required strengthening, depending on the most suitable axle load standard used (economically and technically) for local conditions, including visual inspection of inventory, roughness, deflection, trial pit and/or (ii) DCP survey and testing as appropriate. The standard should be updated to HDM4 and IRRs should be analyzed for homogeneous sections determined by the consultant from the pavement condition survey.

8) Soil and Materials Investigations

Investigations of pavement thickness, sampling and testing of various layers, location of quarries and their sampling (type and quality of aggregate materials available for exploitation); and quality and availability of local bitumen and its suitability for utilization in high quality overlay works;

Design and calculation of overlay and levelling layer thickness, design of improvement works, including redesign of drainage structures and bridges where necessary;

Study the geology, soil and rock properties, and hydrology of problem areas.

Consideration of alternatives to conventional overlays, such as recycling to produce a stabilized base course if this would result in lower costs.

9) <u>Specifications</u>

Attention is drawn to the general guidance in the EBRD Standard Tender Documents for the Procurement of Works with regard to the preparation of Specifications.



The Consultant shall prepare technical specifications sufficient to describe the scope of works for future tender and construction purposes. These shall be based on local standards except where none exist or where the Consultant feels it necessary to propose the use of international standards. Where the specifications refer to local standards, the Condition of Particular Application defining the language of the Contract must be worded to make it clear and must be construed in the local language standards.

10) Miscellaneous Works

Pavement marking safety devices, widening of road pavement, where necessary, and improvement of shoulders, retaining walls, consolidation of bridge abutments, side slope protection, debris control, and guard rails.

11) Environmental and Social Impact Assessment

It can be assumed that the layout of the road (alignment, width and gradient) shall be upgraded to category II – and that the project will not entail significant additional impacts during and after construction on the natural environment such as heavy erosion, changes of streams, underground water, and/or interference with animal/plant life. However, this does not exclude the need to plan measures that will help to avoid or minimize rehabilitation/construction – related impacts, which could potentially be related to the extraction of construction materials from borrow pits and manufacturing of bitumen mixtures (asphalt equipment at plants).

In preparation of the planning stages to follow, the Consultant will prepare an Environmental Assessment Analysis (Environmental Impact Assessment), the category of which should be determined or proposed by the Consultant, based on its own analysis of the project works and area. Then, the Consultant should prepare the environmental analysis required for that defined category.

The analysis should comprise: (i) identification of project-related key concerns with regard to environmental impacts, human health and safety; (0) compilation of key environmental, health and safety regulations that will be relevant to the proposed project; (iii) cost estimates of the mitigation measures and their incorporation in the engineering designs and contract documents, and an Environmental Action Plan outlining the steps to be taken to implement the recommended mitigation measures. The environmental and Social impact assessment should also examine possible resettlement effects according to EBRD guidelines.

12) Socio-Economic Analysis

The Consultant shall undertake the economic evaluation of the project for the twenty-year period following the completion of the road improvement. From that perspective, the economic costs of construction to the proposed standards shall be compared with the economic benefits derived for different design scenarios, and the residual value. The economic analysis covers 20 years (2006-2026), based on the implementation period, the duration of which should be determined by the Consultant during the study. Identify tradable and non-tradable costs/benefits and transfer financial benefits into economic benefits. Also separately identify benefits of international traffic if M3 road is entirely rehabilitated. Moreover, the social analysis should also include an analysis of the poverty reduction impact of the project.

For the purposes of the evaluation, the project is to be arranged into distinct but coordinated alternatives, to determine priority investment actions displaying the highest socio-economic interest through:

- Estimation of the economic benefits of improving each road segment or sub-project with and without improvement, assessing vehicle operating costs (VOCs) for various types of vehicles;
- Carrying out the economic analyses (feasibility study) for each road section based on current traffic volumes, vehicle operating costs and construction and maintenance cost to



provide an estimated Economic Internal Rate of Return, Net Present Value (based on cost of capital of 12%, and appropriate analyses);

- Undertaking sensitivity analysis to test the project result against possible and likely changes in key variables, which may include the growth rate for forecast traffic, design parameters, project capital costs, traffic diversion, implementation delays, and VOCs;
- Recommendations re the most suitable kind of road rehabilitation and/or improvement options and ranks of the recommended improvement by priority, as well as recommendations an decreasing project risks.
- Carrying out socio-economic analyses through: (i) identification of population groups, (ii) assessment of population development rates, (iii) provide social and economic descriptions based on the indicators, (iv) evaluate the requirements of the population; (v) assess the capacities of the social groups to access the benefits of the road rehabilitation.

13) Economic Costs

The user and agency cost evaluations should include:

- any transit fees that might be levied, and the economic value of any expenditures that are made during transit;
- institutional development costs;
- VOCs: review available VOCs by vehicle type, calculate VOCs for existing and proposed road sections and quantify the benefits divided into VOCs savings for normal, generated and diverted traffic, including savings that would result from reduced congestion and travel distances, road maintenance cost savings, and other benefits such as reduction in road accident costs
- time savings

Some indirect costs and social benefits are intangible or difficult to quantify accurately. The Consultant shall undertake detailed qualitative analysis of such benefits.

14) Cost Estimates

Cost estimates shall be prepared, indicating foreign exchange costs, both direct and indirect, and local currency costs. Clearly indicate as a separate line item the amount of local taxes, value-added taxes, and import duties as appropriate;

Cost estimates should be accurate to within +/- 10%

Separate estimates shall be presented for:

- each alternative scenario;
- each section of road for categorization of priorities;
- each main structure;
- other costs such as environment mitigation costs, road safety costs, training programmes (e.g. maintenance, etc);
- occupancy, to develop sufficiently detailed information on the present pattern of movement of goods and people, and of traffic by various modes of transport in the area;
- maintenance costs for periodic and regular maintenance as well as for winter service.

15) Design Report

Prepare an engineering design report presenting the criteria and assumptions, which led to the design and cost estimates. The design should be to a level suitable for international competitive bidding/opening tendering in accordance with EBRD procurement procedures after negotiations. The report should also justify the most appropriate form of contract packaging ('slice and packaging") for bidding and include the Environmental and Social Impact Assessment report in consultation with the beneficiaries and the potential financing agencies involved.



16) <u>Road Maintenance</u> The Consultant will develop a realistic and detailed Road Maintenance plan for regular and periodic interventions for the road sections covered by the feasibility studies.

17)

The plans are to include:

- Location of fixed installations;
- Equipment inventory, fixed and mobile, maintenance of equipment, salt storage facilities, etc.
- Manning;
- Management methods;
- Annual budget.

The Consultant should collaborate as much as possible with the Beneficiaries (MOTRI, State Road Administration and related transport institutions).

To ensure sustainability and dissemination of project results, the Consultant must observe the EU Visibility Guidelines for External Action, **available an the EC website** <u>http://ec.europa.eu/europeaid/visibility/index en.htm</u>

4.3. Project Management

4.3.1 Responsible Body

The project will be managed by EuropeAid Co-operation office.

The Project Partner in the country is the Ministry of Transport and Road Industry of the Moldovan Republic.

The Team Leader will be responsible for managing the contract and for achieving project objectives and will report directly to the EC Project Manager.

4.3.2. Management Structure

The project is to be managed via an office in the Moldovan Republic. Furthermore, the Consultant will work closely with the Ministry of Transport and Road Industry (MOTRI) of the Moldovan Republic, State Road Administration, administrative units under the Ministry, national competent authorities, designated institutions appointed by the Ministry and the TRACECA National Secretary in the Moldovan Republic. Also, the Consultant should organize meetings with the relevant IFIs at regular intervals during the project implementation.

The Team Leader will be reporting on a regular basis to the Project Manager. Other key staff will be reporting to the Team Leader.

4.3.3. Facilities to be provided by the Contracting Authority and/or other parties

The Project Partner in the Republic of Moldova will assist and facilitate the implementation of the project, by providing necessary contacts and liaison with local authorities, by giving free access to all information and documentation required, by providing the required counterpart staff and by timely decision-making procedures as required during contract implementation. Furthermore, the project partner in the Moldovan Republic will:

- provide basic office facilities for the consultants when working in their designated institutions
- assist in obtaining required visas and customs clearances for the eventual equipment imported by the Consultant.

The Project Partner in the Moldovan Republic shall appoint a senior member of its staff to halse with the Consultant and ensure that local staff of an appropriate level is made available to work alongside the staff of the Consultant. Staff of the project partner shall not be paid from project



funds. However, additional project imposed costs such as travel costs during training events will be taken over by the project incidental budget.

The project partner should also provide all possible assistance to solve unforeseen problems, which the Contractor may face. The possible failure to solve some of the Consultant's problems encountered locally will not free the Consultant from meeting its contractual obligations vis-à-vis the Contracting Authority.

5 LOGISTICS AND TIMING

5.1. Location

The project office will be based in Chisinau.

It has to be noted also, that in the course of the project implementation, travelling will be required to the project site, and other locations, as appropriate and agreed with the project manager, based an the project needs.

5.2. Commencement date & Period of execution

The intended commencement date is 2007 and the period of the project execution will be 12 months. Please refer to articles 4 and 5 of the Special Conditions for the actual commencement date and the period of execution.

5. REQUIREMENTS

6.1. Personnel

The Consultant's staff should spend minimum 90% of the allocated man-days in the beneficiary country to involve the beneficiaries, address their needs and transfer know-how

6.1.1. Key experts

All experts who have a crucial role in implementing the contract are referred to as key experts. The profiles of the key experts for this contract are as follows:

Key expert 1: Team Leader / Senior Highway Design Engineer (Minimum input is 160 working/days)

Qualifications and skills:

Highway Engineer/University education

General Professional Experience and References

• at least 10 years of experience in the field of motorways/highways design for similar projects *Specific Professional Experience and References:*

- at least 5 years of relevant specific experience
- familiar with the latest technologies and methods in motorway/highway design
- field experience in Eastern Europe and/or NIS countries is an advantage
- fluent in English, knowledge of Russian language is highly desirable

In addition to specific technical experience, the Team Leader should have considerable experience in:

- managing a team composed of expatriates and local technical specialists;
- supervising and coordinating all aspects of the project's technical work;
- ensuring good communication with the Project Partners;
- organizing and overseeing administrative and logistic support;

• experience in regional cooperation, coordination, networking and know-how transfer/exchange.



Key expert 2: Transport Economist (Minimum Input is 130 working days) *Qualifications and skills:*

Transport Economist / University education

General Professional Experience and References

• at least 10 years experience in the field of transport economics, traffic forecasting, market analyses

Specific Professional Experience and References:

- at least 5 years specific experience in financial and economic assessment of road infrastructures
- at least 5 years specific experience in financial and economic assessment of transport operations and institutions
- field experience in Eastern Europe and/or NIS countries is essential
- fluent in English; knowledge of Russian language is highly desirable

Key expert 3: Highway materials Engineer (Minimum input is 60 working days) *Qualifications and skills:*

Highway Engineer/University education

General Professional Experience and References

• at least 10 years experience in the field of highway pavement

Specific Professional Experience and References:

• familiar with current international standards for pavement materials, testing methods, materials requirement for road construction and pavement engineering, landslide hazard techniques together with the testing and evaluation of locally used materials for this work

- field experience in Eastern Europe and/or NIS countries would be a distinct advantage
- fluent in English, knowledge of Russian language is highly desirable

The Consultant's proposal must fully describe the key experts to be assigned to the project, their precise domain of expertise applicable to the project, their individual roles in the achievement of the project objectives, the timing, duration and location of their assignments. Time spent in the beneficiary state and at the home office is to be clearly shown.

The Consultant is responsible for ensuring that all necessary qualifications for the described tasks are covered. It is in their discretion to propose a slightly different set of experts than the above if that would achieve the expected results at least to the saure extent.

6.1.2. Other experts

CVs for experts other than the key experts are not examined prior to the signature of the contract. They should not be included in tenders.

The Consultant shall select and hire other experts as required according to the profiles identified in the Organization & Methodology. These profiles must indicate whether they are to be regarded as long-term/short-term and senior/junior so that it is clear which fee rate in the budget breakdown will apply to each profile. All experts must be independent and free from conflicts of interest in the responsibilities accorded to them.

The selection procedures used by the Consultant to select these other experts shall be transparent, and shall be based on pre-defined criteria, including professional qualifications,



language skills and work experience. The findings of the selection panel shall be recorded. The selection of experts shall be subject to approval by the Contracting Authority.

Note that civil servants and other staff of the public administration of the beneficiary country cannot be recruited as experts, unless prior written approval has been obtained from both the European Commission and the beneficiary administration.

The Consultant is free to compose its team of international and local specialists for short and medium term assignments. However, although not exclusive, the following domains of expertise should be clearly visible in its proposed staff list:

- Hydrologist
- Contract/Procurement Specialist
- Environmental Economist
- Quantity surveyor

The Project Director's input is to be considered under the short-term non-key experts. 6.1.3.

Support staff & backstopping

It is mandatory to have backstopping available for this contract. Backstopping costs are considered to be included in the fee rates. The costs of support staff must be included in the fee rates of the experts.

6.2. Office accommodation

Office accommodation of a reasonable standard and of approximately 10 square metres for each expert working on the contract is to be provided by the beneficiary administration.

6.3. Facilities to be provided by the Consultant

The Consultant shall ensure that all experts are adequately supported and equipped. In particular it shall ensure that there is sufficient administrative, secretarial and interpreting provision to enable experts to concentrate an their primary responsibilities. It must also transfer funds as necessary to support its activities under the contract and to ensure that its employees are paid regularly and in a timely fashion.

Furthermore, it shall ensure that basic office equipment (laptops, mobile phones etc.) is at the disposal of its experts. All these expenses are to be included in the fees.

If the Consultant is a consortium, the arrangements should allow for the maximum flexibility in project implementation. Arrangements offering each consortium partner a fixed percentage of the work to be undertaken under the contract should be avoided.

Due to remoteness of road location, the Consultant has to pay special attention to the issue of night accommodation of the experts when on site.

6.4. Equipment

No equipment is to be purchased on behalf of the Contracting Authority/beneficiary country as part of this service contract or transferred to the Contracting Authority/beneficiary country at the end of this contract.

6.5. Incidental expenditures

The Provision for incidental expenditure covers the eligible incidental expenditure incurred under this contract. It cannot be used for costs which should be covered by the Consultant as part of its fee rates, as defined above. Its use is governed by the provisions in the General Conditions and the notes in Annex V of the contract.



It covers:

- A) Travel costs and subsistence allowances for missions to be undertaken as part of this contract to and from the base of operations in the beneficiary country;
- B) Translation and printing/publishing of relevant project documents and maps
- C) Soil, hydrological/hydraulic, laboratory, etc. tests and surveys
- D) Workshops and seminars
- E) Office running cost, excluding purchase of office equipment

The Provision for incidental expenditures for this contract is EUR 120,000.00. This amount must be included without modification in the Budget breakdown.

The Consultant will need prior written approval from the Contracting Authority before spending the funds related to the following components within the Incidental Expenditure:

• Workshops and seminars

No written approval from the Contracting Authority will be needed for spending funds related to components (A), (B), (C) and (E), however all supporting documents must be kept by the Consultant as indicated in art. 24 of the General Conditions for Service Contracts financed by the EC.

Any subsistence allowances to be paid for missions undertaken as part of this contract from the base of operations in the beneficiary country must not exceed the per diem rates published on the Web site <u>http://ec.europa.eu/europeaid/worklprocedureslimplementationlindex en.htm</u> at the start of each such mission.

6.6. Expenditure verification

The provision for expenditure verification relates to the Tees of the auditor who has been charged with the expenditure verification of this contract in order to proceed with the payment of prefinancing instalments if any and/or interim payments if any.

The Provision for expenditure verification for this contract is EUR 7,500. This amount must be included without modification in the Budget breakdown. This provision cannot be decreased but can be increased.

7. REPORTS

7.1. Reporting requirements

Please refer to Article 26 of the General Conditions. Interim reports must be prepared every six months during the period of execution of the contract. They must be provided along with the corresponding invoice, the financial report and an expenditure verification report defined in Article 28 of the General Conditions. There must be a final report, a final invoice and the financial report accompanied by an expenditure verification report at the end of the period of execution. The draft final report must be submitted at least one month before the end of the period of execution of the contract. Note that these interim and final reports are additional to any required in Section 2 - Contract Purpose & Expected Results of these Terms of Reference.

Each report shall consist of a narrative section and a financial section. The financial section must contain details of the time inputs of the experts, of the incidental expenditure and of the provision for expenditure verification. The final report must be accompanied by the final invoice, the financial report and an expenditure verification report.

Project inception report:

An Inception Report will be issued within 2 month of the start of the project. It shall summarize initial findings and propose any modifications to the methodology and work plan. It will also



confirm or modify institutes/organizations/consulting bodies to be directly involved in the implementation. The report distribution lists will be included.

In addition, technical reports and reports of short-term experts have to be submitted to the EC Delegation, as frequently as considered necessary by the European Commission, in order to monitor the substance and the quality of the technical assistance.

The Consultant shall provide such information on project progress as is reasonably required by the European Commission, and shall regularly inform the EC Delegation of political, economic or institutional developments of relevance to the project. The Consultant shall provide the EC Delegation electronic and hard copies.

No report or document shall be distributed to third parties prior to the approval by the EC Delegation.

Working Papers on issues covered by the project should be prepared regularly and discussed with the beneficiaries.

Copyright on all reports and other material prepared under this contract shall reside with the European Commission.

7.2. Submission & approval of progress reports

All reports produced in this project shall be submitted by the Consultant to the EC Delegation specified in the contract. After approval by the Delegation project reports shall be copied to the following organizations:

1) The Ministry of Transport and Road Industry in the Moldovan Republic - 1 copy in English; 1 copy in Russian

2) TRACECA National Secretary in the Moldovan Republic—1 copy in English; 1 copy in Russian

3) IGC TRACECA Permanent Secretariat in Baku, Azerbaijan - 1 copy in English; 1 copy in Russian

4) National Coordinating Unit in the Moldovan Republic — 1 copy in English and 1 copy in Russian

5) Tacis Monitoring project (Regional Office in Chisinau) - 1 copy in English and 1 copy in Russian

The reports will be prepared in English and Russian. All reports will be submitted in hard copy and electronic format (such as MS Word or compatible).

Reports, as well as press statements, etc., made by the Consultant will make clear that any opinion expressed therein remains those of the Consultant and do not represent the opinion of the European Commission.

Approval of Reports:

All Reports must include an Executive Summary. The importance of high quality English and Russian texts, delivered on time, cannot be over emphasized. The reporting dates in these TOR are for the delivery of the Russian language text and the English language text to be provided at the same time.

The Consultant must observe the EU Visibility Guidelines for External Actions, inter alia available on the EC website <u>http://ec.europa.eu/europeaid/visibility/index en.htm</u>



8. MONITORING AND EVALUATION

8.1. Definition of indicators

The Consultant shall incorporate monitoring mechanisms for periodic assessment of the progress of the project components. These mechanisms shall be specified in the project plan and the observed performance shall be described in the periodic progress reports.

The essential points to be monitored are:

- deviations of milestones and deliverables from their planned dates
- adherence to the work plan in terms of content of the activities actually carried out
- deviations in effort needed to complete an activity, as compared to plan
- introduction of work not initially planned

• shifting of the common understanding of the objectives and priorities between Consultant and recipient

• appearance of unexpected difficulties likely to require special measure or shift of project resources

8.2. Special requirements

None



APPENDIX I-3.

National Transport Strategy Maps






























APPENDIX I-4.

List of Reviewed Studies



List of references

Moldova Road Needs Study

- 1. Изучение Потребностей Автомобильных Дорог Молдовы, Промежуточный Отчет, Том 1: Главный Отчет, (Moldova Road Needs Study Interim Report Volume 1 Main Report), EBRD, Roughton International, September 1996
- 2. *"Moldova Road Needs Study. Interim report", Volume 2 "Traffic Data", EBRD, Roughton International, Chisinau 1996*
- 3. *"Moldova Road Needs Study. Final report (Draft)", Volume 3 "Preliminary Engineering Chisinau Northern Bypass",* EBRD, Roughton International with IPDA, Chisinau 1997
- 4. Studierea Drumurilor Moldovei, Raport Final (provizoriu), Volumul 4, Studiu Preliminar Ingineresc Chisinau-Hincesti (Moldova Roads Study, Final report (draft), Volume 4 Preliminary Engineering Study Chisinau-Hincesti), EBRD, Roughton International with IPDA, Chisinau 1997
- 5. Изучение Потребностей Автомобильных Дорог Молдовы, Промежуточный отчет, Том 5: Окружающая среда, (Moldova Roads Needs Study, Final report draft, Volume 5 Environment), EBRD, Roughton International, Chisinau 1996
- 6. *Moldova Road Needs Study Interim Report Volume 5: Existing Environment,* EBRD, Roughton International, Chisinau 1996
- 7. *Moldova Road Needs Study Final Report (draft) Volume 7 Preliminary Engineering: Bolgrad Bypass*, EBRD, Roughton International with IPDA, Chisinau 1997
- 8. Studierea Drumurilor Moldovei Raport Final (provizoriu) Volumul 8 Studiul Preliminar ingineresc Drum de acces la Giurgiulesti (Moldova Road Needs Study Final report (draft) Volume 8 Preliminary Engineering Study Giurgiulesti Access Road)
- 9. *Studierea Drumurilor Moldovei Raport Final* (provizoriu) Volumul 9 Datele Traficului (Moldova Roads Study Final Report (draft) Volume 9 Traffic Data), EBRD, Roughton International with IPDA, January 1997
- Studierea Drumurilor Moldovei Raport Final (Provizoriu) Volumul 11, Datele Costului (Moldova Roads Study Final Report (interim) Volume 11 Cost Data), EBRD, Roughton International with IPDA, Chisinau 1997
- 11. Moldova Road Needs Study Inception Report, EBRD, Roughton Group, July 1996

Other Studies

- 12. "Border Crossing Analysis. Support to the preparation of a transport sector strategy for the Republic of Moldova. Road network survey", World Bank, Getinsa, Chisinau 2003
- 13. Financing Agreement, Credit 4283-MD Conformed, World Bank, May 2007
- 14. Implementarea sistemului de dirijare a imbracamintei rutiere Contract de antrepriza, Beneficiar — IS «Directia Drumuri Auto» Raport, Volumul 1, Masurarea planeitatii imbracamintei rutiere (Implementation of the pavement managing system, Enterprise



contract, Beneficiary, Roads Department, Report, Volume 1, Measuring the pavement evenness), Ministry of Transport and Road Administration, Road Department, Chisinau 2001

- 15. *Infrastructura, Componenta de reabilitare a retelei de drumuri* (Infrastructure Rehabilitation component of roads network), Ministry of Transport and Road Administration, (*No Date*)
- 16. Инструкция по проведению экономических изысканий для проектирования автомобильных дорог (Instructions for economical survey for road design), USSR Ministry of Transport, Moscow 1988
- 17. *Moldova Road Rehabilitation Project Pavement Management System Component*, EBRD, Roughton International, Chisinau 1997
- 18. Moldova Road Network Recovery Project, World Bank, September 2006
- 19. Moldova Road Sector Program Support Project, November 2006
- 20. Moldova Road Sector Program Support Project, January 2007
- 21. Moldova Road Sector Program Support Project, January 2007
- 22. Moldova Road Sector Program Support Project, March 2007
- 23. *Moldova Road Sector Program Support Project: environmental assessment* (Vol. 1 of 2): Sectoral environmental assessment, February 2007
- 24. *Moldova Road Sector Program Support Project: environmental assessment* (Vol. 2 of 2): Environmental management plan, January 2008
- 25. *Moldova: Actualizarea Strategiei Transporturilor cu Accent pe Sectorul Drumurilor*, (Moldova: Updating the Transport Strategy highlighting the Road Sector), World Bank, Chisinau June 2002
- 26. Project Appraisal Document Proposed credit in the amount of SDR 10.8 million (US\$16.0 million equivalent) to the Republic of Moldova for a Road Sector Program Support Project, March 1, 2007
- 27. Programul de dezvoltare si integrare a retelei de drumuri din Republica Moldova in reteaua de drumuri europeneVolumul 1 Programul de prioritati al lucrarilor de reabilitare (Program for developing and integrating the Republic of Moldova road network into European road network Volume 1 Program of priorities of the rehabilitation works), Ministry of Transport and Road Administration, IPTANA SEARCH Ltd, Chisinau 1994
- 28. *Statistical Yearbook of the Republic of Moldova*, Biroul National de Stistica al Republicii Moldova (National Statistic Department of Republic of Moldova), Chisinau 2007
- 29. *Strategia de Dezvoltare a Transportului Urban in Municipiul Chisinau* (Urban Transport Development Strategy in Chisinau), World Bank, Chisinau February 2006
- 30. Studiu de fezabilitate, Continuarea constructiei DN M3 Chisinau-Cimislia-Vulcanesti-Giurgiulesti pe sectorul Chisinau-Cimislia prin concesiune, (Feasibility study



Continuation of the M3 National Road construction Chisinau-Cimislia-Vulcanesti-Giurgiulesti on the section Chisinau-Cimislia through concession), Ministry of Transport and Road Administration, IPDA, Chisinau August 1996

- 31. Support to the preparation of a transport sector strategy for Moldova Main Report II Draft Transport Sector Strategy Part II Moldovan10-Years Transport Strategy, World Bank, Gabinete de Studios Tecnicos Ingineria S.A
- 32. Технико-Экономическое обоснование для усовершенствования автомобильных и железнодорожных пограничных переходов между Молдовой и Украиной и для модернизации мультимодальных терминалов (Technical-economical argumentation for roads and railway border crossings improvement between Moldova and Ukraine and for modernization of multimodal terminals in Moldova and Ukraine, Final report), TACIS, Eurecna, Chisinau 2004
- 33. *Traffic Data of the Road Network in Republic of Moldova, Information on traffic census in* 1.01.2006, Chisinau 2006
- 34. *Visual Survey of the Road Network of Republic of Moldova*, World Bank, Gabinete de Estudios Tecnicos Ingineria, S.A, October-November 2006



APPENDIX I-5.

Location of Accidents











APPENDIX I-6.

Location of Bridges and Culverts















APPENDIX I-7.

Stakeholder Comments



1.2CONSULTATION AND PARTICIPATION

1.3 Methods and Process

In accordance with EBRD/WB/MCC and GRM guidelines, participatory public consultations are carried out with a wide range of stakeholders in the Project area. It is also expected that consultations will continue throughout the implementation phase. The basic objective of the consultation is to raise feedback awareness. get from the stakeholders and improve decision making by considering local knowledge and information among different individuals, groups and/or organizations with interests and stakes in the project.



Field investigations and surveys were conducted in the Chisinau-Giurgiulesti-Romanian Border

Project road between June and October, 2008. The main objectives of the field surveys included:

- Assessment of the prevailing environmental and social conditions along the project corridor from Chisinau to Giurgiulesti; and
- Identification of key environmental and social attributes likely to be affected following the implementation of the proposed project and thereafter.

The field visits also provided means of

identifying stakeholders who have interests in the project. In order to adequately appreciate the views and concerns of stakeholders with regard to the project implementation, a number of persons, individuals and groups within the local communities were identified and consulted. The consultations were basically conducted in three formats as follows:

- Scoping meetings with a wide range of stakeholders held from 22-23 October 2008 in 3 strategic locations along the project corridor;
- Focused group discussions with a crosssection of men and women in the villages along the proposed road corridors; and
- Interviews with key informants including national government officials, local and municipal mayors; officials and staff of national and local development agencies, managers of utility/service companies, nongovernmental organizations and other interested parties.







1.2 Scoping meetings

Recognizing that community involvement is of great importance to understand the nature and extent of potential impacts, especially sociocultural impacts, and to assess the suitability and acceptability of mitigation measures associated with the Project a series of coping meetings was conducted. Comments and suggestions received on the Project as far as it is technically and economically feasible will be incorporated in the implementation of the project.





coordination with In local and state administration, and with the active support of the Construction Ministrv of and Territorial Development, the series of environmental and social scoping meeting were conducted by the project team. Three locations were identified and scoping meetings were held in Cimislia, Comrat and Giurgiulesti. A total of 93 elected officials, citizens, stakeholders, and members of NGOs participated. (See Table 14)

Table 14: Scoping Meetings

Time and Date	Location	Number of Participants
22 October 2008 – 10 AM	Cimislia	41
22 October 2008 – 3PM	Comrat	23
23 October 2008 – 10AM	Giurgiulesti	29

7.1 Stakeholders' Issues and Concerns

While almost all of the stakeholders expressed appreciation for the planned road rehabilitation, a number of concerns were also raised during the course of the discussions and consultations. These would include the following:

- Fear that the planned rehabilitation will not result into beneficial impacts for local communities;
- Potential loss of land/plots and destruction of properties, landmarks and monuments, damage and destruction to crops, and felling of trees during road construction;
- Potential loss of access to agricultural lands or urban center if the bypasses will not address the issue of connectivity;
- Increase in dust, noise and gaseous emissions along the road corridors;
- Influx of people including the Contractor's labor force in the project area with subsequent increase in social vices such as armed robberies, commercial sex, teenage pregnancies and spread of STDs and HIV/AIDS;
- Increase in child labor with students/pupils leaving school to take up employment;



- Potential damage to utilities including water pipes and telephone and electric power transmission lines along the ROW, damage to sidewalks and drainage system resulting in local flooding;
- Risks such as potential increase in siltation to valuable water bodies during road construction phase;
- Need for close coordination between the District Engineers and the Civil Work Contractors for work scheduling and technical details;
- Increased hazards and risk particularly to children along the constructed roads;
- Increase in water consumption leading to water shortages for the Contractor and local community;
- Increased security and peace and order problems along the rehabilitated roads;
- Delayed and non payment for construction materials by the Contractors.

1.3 Project Appreciation

The expectations in the project area are extremely high. Their perceived benefits of the proposed road projects are presented below as follows:

- Improve international trade and transport resulting in improved regional and local economic activities leading to better income opportunities;
- Increased trade and economic growth of the project area all leading to increased wealth, reduction of poverty and improvement of the living standards of the local community;
- Improvement of transport facilitating the farmers to access markets for their agricultural produce;
- Improvement in education standards and school attendance in the project area;
- Improvement of health conditions including faster access to city and district hospitals for acute medical cases and complicated pregnancies;
- Increased availability of farm inputs and technology due to easier access to farm areas;
- Increase farmers' incomes due to improved access to markets for agricultural produce;
- Increase in employment opportunities especially for the manual laborers;
- Reduction in vehicle maintenance costs;
- Faster transportation of people and goods with reduction in time spent in waiting for vehicles;
- Increase in the number of vehicles plying the new roads and a possible reduction in transportation costs;
- Reduction in past harvest losses;
- Increased agricultural production leading to improvement of incomes and reduction of poverty levels;
- Higher incomes from the farmers and other members of the community will result in increased revenue for both national and local governments;
- Increased economic spin-off effects benefiting women sellers through provision of food, foods and services for the labor force;
- Improved access of agricultural produce to the markets; and
- Reduction of rural-urban migration within the Project districts.

Suggestions and Recommendations

The following is the summary of suggestions and recommendations generated during the stakeholders' consultations:

(i) There is the need to coordinate project development and implementation with the local authorities.



- (ii) The project may only benefit international and national road users but not for the village population; the stakeholders should constantly be updated on the status of the project and the process and mechanism should be well defined.
- (iii) Experience with the Giurgiulesti Port Project showed that because it was considered of international and national importance it was pursued without adequate consultations and participation of the local communities; as a result, a lot of of ill feelings and resentment about it particularly on the small communities around the area being left out of the largesse of development. The hope and wish is that the Project will not follow the course of the Port and Railway development experiences.
- (iv) If the proposed alignment is considered part of the international route then the bypasses should be pursued and the design and construction of the road should conform to international standard.
- (v) Impact of the proposed alignment and bypasses should also consider the villages and communities and there is the general belief that the road project and bypass construction will benefit the community as well and that the bypass construction through Giurgiulesti will have minimal negative environmental social impacts.
- (vi) Choosing the bypass route will avoid densely populated areas and narrow road where expansion will have major social impacts; this option will also avoid impacts on private lands as municipal public land is already available.
- (vii) The Project is considered vital and of importance to the development of areas like Comrat and the autonomous region. It is suggested that local people be also hired during construction for employment purposes and that the Project should pursue a standard of excellence.
- (viii) Lands along the route considered for the bypass are not economically useful and valuable. One benefit in pursuing the bypass is that the current area is being used as dumpsite for garbage. During construction of the bypass, the cleaning up will be required and will benefit the community accordingly.
- (ix) Commented the process being pursued by the Project Consultant; that they expressed that this is the first time they could remember having been invited to scoping meetings for projects.
- (x) Commented that in Cimislia, the Regional Authority has kept the area within the proposed bypass as public land; this has not been privatized.
- (xi) Expressed the necessity for consultation with local communities and coordination on various concerns traffic, design, environment, project scheduling- with local authorities.

Appendix 1 Public Consultation and Coordination Materials presents the scoping meeting materials including:

- A.1.1 Invitation to the Scoping Meeting
- A.1.2 Scoping Document
- A.1.3 Sign-in Sheet Scoping Meetings
- A.1.4 Participants Comments
- A.1.5 Summarized Comments



Appendix 1 Public Consultation and Coordination Materials



A.1.1 Invitation to the Scoping Meeting

State Road Administration

Invitation to Public Scoping Meeting

for

Feasibility Study for the Rehabilitation and Extension of the Road M3 Chisinau-Giurgiulesti/Romanian Border Environmental and Social Impact Assessment

Dear Mr./Ms. :

We have the pleasure to invite you to a series of scoping meetings regarding needs for Environmental and Social Impact for the above mentioned project. Three public scoping meetings will be held:

Wednesday, 22nd October 2008, at 9.00 a.m. in Cimislia. Wednesday, 22nd October 2008, at 15.00 p.m. in Comrat Thursday, 23rd October 2008, at 10 a.m. in Giurgiulesti

The Scoping should be undertaken at the initial stage of the Environmental Impact Assessment (EIA) and Social Impact Assessment (SIA) development of the road project and prior to finalizing the decisions on the contents. The objective of the "scoping meeting" is to identify the proposed project's potential impacts, what issues are particularly important to focus on, what impacts are already well known and do not need further elaboration, what alternatives should be considered and evaluated, and how consultation will be conducted during and following the EIA/SIA processes.

Comments may be given verbally or in writing at the scoping meeting or be send after by email (silvia_ghiaur@yahoo.com), or by fax (+373 22 748850). Every reasonable effort will be made to meet special needs. The working language will be State language with English translation (interpreter). Individuals who require assistance for accommodations, such as sign language interpreter, to participate in the meeting should contact the Project Office.

Contact: Ms. Silvia Ghiaur, Project Assistant, Email: silvia_ghiaur@yahoo.com tel. +37322 595849, Mobile: +373 797 34277 Address: Bucuriei 12A str, MD 2004, Chisinău.

Yours sincerely,

State Road Administration,

Universinj Ltd.,



A.1.2 Scoping Document

Scoping Document FEASIBILITY STUDY FOR the REHABILITATION and EXTENSION of the ROAD M3 CHISINAU — GIURGIULESTI/ ROMANIAN BORDER Environmental and Social Impact Assessment

Objective of the Scoping

The objective of the scoping is to obtain the views of agencies, affected groups, stakeholders and NGO's about the Project. Scoping meetings are conducted prior to any decision making. This will ensure that the views of stakeholders are properly taken into consideration in project decision making. The finalization of the environmental and social assessments using the EBRD, WB and MCC guidelines as reference on the screened road sections will ultimately provide the level of information required to determine the scale of environmental / socio-economic impact of the proposed project road activities.

Project sponsor

The Project sponsor is the European Commission, represented by the European Commission delegation in Moldova, for and on behalf of the government of the Republic of Moldova.

Project Overview

The Moldavian M3 road corridor provides the most important and the shortest link between Chisinau and Giurgiulesti – giving access to the Danube and the Black Sea. In addition, the M3 corridor is an integral part of the European Road E577 Poltova – Kirovograd – Chisinau –Giurgiulesti –Galati – Slobozia. It provides a link within the Trans European Transit Network. Currently, the corridor has partly a high level of degradation and reduced bearing capacity, resulting in axle load restriction and diversion of freight traffic, high transportation cost and subsequently reducing local business opportunities and transit traffic. Figure 1 presents an overview of the study corridor.

The construction and rehabilitation of the road M3 Chisinau-Giurgiulesti will develop regional and international transport. The rehabilitation and partial realignment of the first section of the road (Chisinau-Cimislia) will improve the transport connections avoiding inhabited areas and substantially decrease transport cost. The rehabilitation of the second (existing) part of the road Cimislia-Giurgiulesti is very important, especially since current road conditions for the traffic intensity are very poor. Obviously, the rehabilitation and reconstruction of the whole road will facilitate trade, transport, industry, and tourism development and strengthen access to agricultural markets in the region and will be a prerequisite for secure transportation connecting the country's centre with the regions.

Corridor Segments

The composition of the corridor segments vary widely from a Category I, four lane concrete motorway in the very north - with incomplete sections- to Category III sections in the middle of the corridor, to politically necessitated routing of the M3 corridor on local roads (Category IV) in the south. Previous studies identified a number of M3 extensions and bypasses along the corridor.



Figure 1 Corridor Overview





The first 34 km of the road were constructed in the period 1985-1995 and earth works were carried out for the next 8 km of the road. The 4-lane section is categorised as Category I and was built to carry out a maximum axle-load of 10 tones. It has a concrete surface. For the following 3 sections from km 34.5 to km 61.3, realignment has been proposed and started in 1989 but beside land acquisition and some earthworks, no significant activities have been undertaken for the construction of this 4-lane road section.

The total length of the Cimislia – Giurgiulesti - Section is 149.6 km and most parts of this section were built in the early eighties except for the so called Bolgrad Bypass. The Bolgrad Bypass (Ukraine) is 15.5 km in length and is a result of the political changes in the past. As the original M3 Road was passing through Bolgrad, which is now a part of the independent Ukraine), an alternative to avoid border crossing twice was created within a short period and under lack of funds. This current carriageway is extremely narrow with sharp (90°) curves and is practically useless for heavy truck traffic.

Currently, the paved section of the road varies in condition from adequate to poor with lengthy sections subject to cracking and deformation and more limited sections subject to potholing and rutting.

Necessity for Environmental / Social Assessment and legal requirements

Over most of the sections the Project will be mainly confined to the existing M3 Road. For those sections the Project will not entail significant additional impacts on the natural environment during and after construction. However social impacts may arise in villages where the existing road is passing through with lots of turns and providing technical parameters that do not correspond to the required safety levels, travel time, etc.

Therefore at several sections of the corridor bypasses are investigated as alternatives. These alternatives would require the construction of new road sections. If some of these alternatives should be realized the Project would, at least in these sections have properties of a Category A impact. In such case, there is the necessity to conduct an Environmental Impact Assessment (EIA) as well as prepare a Resettlement Action Plan.

Legal requirements for EIA/SIA are laid down in the Moldovan Law and the environmental and social impact assessment guidelines of the donor, the European Bank for Reconstruction & Development (EBRD).

Potential Environmental and Social Impacts

Potential environmental and social impacts refer to the construction and to the operation phase of the Project. They occur mainly in road sections where bypasses are considered as alternatives and comprise the physical, human and biological environment.

There are no protected areas located within the route alignment. Based on our initial field findings special attention will have to be given to the following impact categories:

- Soil and slope stability.
- Potential occurrence of landslides in areas of scarce vegetation and on cut slopes.
- Surface and ground water quality and quantity
- Impacts on wild life fauna and flora especially endangered and other species
- Emissions to air
- Noise emissions
- Impacts on irrigation systems and on agricultural used areas



Environmental Management Plan for Mitigation of Impacts

An Environmental Management Plan (EMP) will be prepared. The EMP will describe the various measures proposed under the Project, designed to avoid or at least to mitigate adverse environmental impacts that may result from the Project. The EMP considers all phases of the Project cycle, namely the detailed design, construction and operational phase.

Examples of mitigation measures implemented within the environmental management and resettlement plans are:

- Top soil protection: Temporary storage of removed top soil within designated area, erosion protection to prevent top soil loss during construction phase, reuse of top soil on embankments.
- Air quality measurements
- Water quality measurements
- Drainage design to avoid impact on surface waters
- Resettlement and land compensation measures

Alternatives

Various bypasses are investigated under this Project. These alternatives divert from the existing alignment and result in sections that would have to be newly constructed and would therefore require special attention within the Environmental Management Plan.

Public Consultation and Disclosure Plan

Community involvement is important in order to understand the nature and extent of potential impacts, especially socio-cultural impacts, and to assess the suitability and acceptability of mitigation measures associated with the Project. We will try to consider comments and suggestions we receive on the Project as far as it is technically and economically feasible. The Draft EIA/SIA documents will be made available for the public. The public will have 30 days to comment.

Table of Content of the EIA

The EIA will be structured along the following lines:

- Executive Summary
- Introduction
- Policy, Legal and Administrative Framework
- Study Methodology
- Description of the Proposed Project
- Results of Scoping
- Environmental Baseline
- Environmental Impacts and Mitigation
- Alternatives
- Environmental Management Plan
- Public Consultation and Disclosure
- Appendices:
- o List of persons who prepared and contributed to the EIA
- o Records of coordination and consultation meetings and events
- o Environmental and Social Clauses for Bids and Specifications
- o References
- EIA Terms of Reference
- Other, as appropriate



Table of Content of the SIA

The SIA will be structured as follows:

- Executive Summary
- Introduction
- Policy, Legal and Administrative Framework
- Study Methodology
- Description of the Proposed Project
- Description of the Socioeconomic Conditions of the Project Area
- Description of Potential Social, Resettlement and Land Acquisition Impacts
- Description and Documentation of Results of Consultation and Participation Process
- Description of Mitigating Measures Resettlement Action Plan
- Conclusions and Recommendations
- APPENDICES

0

- o References
 - A Checklist and Survey Forms
 - A1 Key Informant Survey
 - A2 Social and Land Acquisition Impact Assessment Checklist Form
 - B Consultation Results
 - B1 Minutes of Meeting
 - B2 Pictorials
- o C Terms of Reference for RAP Preparation



A.1.3 Sign-in Sheets Scoping Meetings



Drumul M3 Chișinău — Giurgiulești/ frontieră cu România Proiect de Extindere și Reabilitare Ședință de lucru (octombrie 2008)



STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Nr	Nume, prenume	Organizatia si functia	Adresa, telefonul si e- mail	Semnatura participantului
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Lista Participantilor la Sedinta de Lucru Cimislia 22 octombrie 2008, ora 9.00

Întreprinderea mixtă Kocks Consult GmbH, Koblenz - Universinj SRL, Chişinău





Drumul M3 Chișinău — Giurgiulești/ frontieră cu România Proiect de Extindere și Reabilitare Ședință de lucru (octombrie 2008)



STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Lista Participantilor la Sedinta de Lucru Cimislia 22 octombrie 2008, ora 9.00

Nr	Nume, prenume	Organizatia si functia	Adresa, telefonul si e- mail	Semnatura participantului
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5	Radautan	ENPI	Chiginacy, St. cel Mare 226/06 23	Ra
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Întreprinderea mixtă Kocks Consult GmbH, Koblenz – Universinj SRL, Chişinău



Road M3 Chisinau — Giurgiulesti/ Romanian Border Extension and Rehabilitation Project Draft Feasibility Study (December 2008)

Drumul M3 Chișinău — Giurgiulești/ frontieră cu România Proiect de Extindere și Reabilitare Ședință de lucru (octombrie 2008)



STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Lista Participantilor la Sedinta de Lucru Cimislia 22 octombrie 2008, ora 9.00

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	Audrei	Ensiler Eatoneller	tomescuanobrew & yahoo.c	an . 000
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	Nume, prenume Veralar Veralar Setre Caldara Audrei Toencoa	Lista Participantila 22 octor Nume, Organizatia si prenume ASO, consultant Veroalar ASO, consultant Veroalar ASO, consultant Veroalar ASO, consultant Veroalar S. Sagaritale Petros Boust Cive Reviewal Specialist principal Toencora sed. Idenies Secondo Reviewal Secondo Rev	Lista Participantilor la Sedinta de Lucru Cinis 22 octombrie 2008, ora 9.00 Nume, Organizatia si Adresa, telefonul si e- mail Verocha ASD, consultant 06523550 Verocha ASD, consultant 06523550 Verocha ASD, consultant 05523520 Verocha ASD, consultant 05523520 Verocha ASD, consultant 05523520 Verocha ASD, consultant 05523520 Verocha ASD, consultant 055233520 Verocha ASD, consultant 05523454 Secondare Second onessean doese 2 yebo, consultant 05523 Tomoran xed. Inducio Rollea W 20163





Проект Реконструкции и Расширении Дороги МЗ Кишинев – Джюрджюлешть/граница с Румынией Рабочее Заседание (Октябрь 2008)



АНАЛИЗ ОСУЩЕСТВИМОСТИ ПРОЕКТА РЕАБИЛИТАМЦИИ И РАСШИРЕНИЯ АВТОДОРОГИ МЗ – КИШИНЕВ – ДЖУРДЖУЛЕШТЬ/ГРАНИЦА РУМЫНИИ

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2	Verolan UP-1:000	ASD, consultant	069239520.	RI -
3	Born Valentin	MCA Moltova Leading Economic	250460 valentin. boze@gov.md	U. Bozer
4	BUDESTEANU SERGIY	HCA Molderse Environment export	sbudesteanne jahoo com	S.Beaty
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Список Участников на Рабочем Заседании Комрат 22 Октября, 2008 15.00

Совместное Предприятие Kocks Consult GmbH, Koblenz – Universinj ООО, Кишинев





Проект Реконструкции и Расширении Дороги МЗ Кишинев – Джюрджюлешть/граница с Румынией Рабочее Заседание (Октябрь 2008)



АНАЛИЗ ОСУЩЕСТВИМОСТИ ПРОЕКТА РЕАБИЛИТАМЦИИ И РАСШИРЕНИЯ АВТОДОРОГИ МЗ – КИШИНЕВ – ДЖУРДЖУЛЕШТЬ/ГРАНИЦА РУМЫНИИ

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Список Участников на Рабочем Заседании Комрат 22 Октября, 2008 15.00

Совместное Предприятие Kocks Consult GmbH, Koblenz – Universinj ООО, Кишинев





Drumul M3 Chișinău — Giurgiulești/ frontieră cu România Proiect de Extindere și Reabilitare Ședință de lucru (octombrie 2008)



STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Lista Participantilor la Sedinta de Lucru Giurgiulesti 23 octombrie 2008, ora 10.00

N	Nume, prenume	Organizatia si functia	Adresa, telefonul si e-	Semnatura
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2	Tahane Munteany	ICS Danube Logistics	Portul International Liber Guirzguilezhi L: 293 H 599 : xarrosa	18 Mufeany
3	BOLAR MARTIN	ICS DANUES LICISTICS	P.I.L.G.	61m
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6	Boger Valentin	MCA Moldova Economist	250460 valentin born & geven	Vibe ty
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7	Nicolae	Primar Satulu Giurguiulesti	Printaria S. Giurgiu lezti fs 0293 H-2-36	Richy
8	Sevenco e Maria	Dizoctia eseneral Tructumint Coluse Inctodisct	Cetul Floziloz 38/1 6+ 298 22332	Allen
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13	Inateo : Natalia	1. T. J. Sadovegius membra al echipei Inpeliversite	3. Milingen lette str. Tene retollur, nr. 59 029344101	Inatco
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Întreprinderea mixtă Kocks Consult GmbH, Koblenz - Universinj SRL, Chişinău






STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Nr	Nume, prenume	Organizatia si functia	Adresa, telefonul si e- mail	Semnatura
	Nuca	JMCRDSL Cohel	or, Cahul str. Spicin 90	11-20
	Zazaz	Rezervatia Naturala	34462 Moldsilve, R.M.	1/2/
	Vladi min	" Pautul de Jos"	2-nul Cahul S. Slobozia Margo 60-159	Correst
	Alaria	RJY Cahul metodist	Or Cafuel str. Flocilor 39/1 22322	Allen
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Lista Participantilor la Sedinta de Lucru Giurgiulesti 23 octombrie 2008, ora 10.00



A.1.4 Received Comments



Drumul M3 Chișinău — Giurgiulești/ frontieră cu România Proiect de Extindere și Reabilitare Ședință de lucru (octombrie 2008)



STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Bine ati venit la Sedinta de Lucru M3!

Aportul dvs este necesar si apreciat, de aceea va rugam sa utilizati acest formular pentru comentarii si intrebari in timpul sedintei, sau dupa sedinta il puteti trimite la adresa: str. Bucuriei 12 A, Chisinau MD 2004, sau la adresa electronica <u>silvia ghiaur@yahoo.com</u>

Formular pentru comentarii

Region	Cimislia
Name, surname	Mardari Haralambie
Organization and	Troitcoe Town Hall, Land Engineer
function	
Address, telephone	Troitkoe Town Hall, Cimislia region
and e-mail	Telephone: 50-2-36

When will be rehabilitated the road Cimislia-Causeni?

Region	Cimislia region, Codreni village	
Name, surname	Spinu Valeriu	
Organization and	Mayor of Codreni village	
function		
Address, telephone	Codreni village, Cimislia region	
and e-mail	Telephone: 0241 936 36	
Questions		
Will the read Sagaida	Will the read Sagaidacul Neu Satul Neu be part of the project? There are 8 bridges built, it is	

Will the road Sagaidacul Nou-Satul Nou be part of the project? There are 8 bridges built, it is only necessary to straighten and cover with gravel of 4cm 400m length.

Region	Cimislia	
Name, surname	Badan Tatiana	
Organization and	Selemet village Mayor	
function		
Address, telephone	Selemet village, Cimislia region	
and e-mail	Telephone: +373-241 39 236	
	Tatiana_badan@mail.ru	
Comments		
It is a necessity to make the consultation of the project for rehabilitation and extension of M3		
road. This road is welcomed for Cimislia town as well as for Porumbrei, Iurievca and Valea-		
Perjei villages		
Questions		







To organize project coordination and consultancy with Local Public Administration
 The quality !!! of the roads

3) Environment protection, the monument Valul lui Traian

4) Implementing

5) Traffic signs for speed limitation and indicators

Region	Cimislia
Name, surname	Eni Ion
Organization and	Selemet Town Hall <mark>, Land Engineer</mark>
function	
Address, telephone	Selemet village, Town Hall
and e-mail	Telephone: 39-8-36

Comments

The bypass roads are necessary to ease the transport traffic (especially the heavy traffic) on the Cimislia town territory and the villages near the route. It is necessary to protect the environment, from the ecological point of view, the social-economical development of the villages near the route.

Questions

Will it be build as it is in the project with the bypass of Porumbrei, Sagaidac, Cimislia on the lands of Porumbrei-Sagaidac-Satul Nou-Selemet-Mihailovka-Cmislia owned by the town hall?

Region	Cimislia
Name, surname	Mihail Vasilache
Organization and	Suric Town Hall, Land Engineer
function	
Address, telephone	Suric village, Cimislia region
and e-mail	Telephone: 50-2-38, 52-2-15

Region	Cimislia
Name, surname	Ghenciu Alexandru
Organization and	Suric Town Hall, Mayor
function	
Address, telephone	Suric village
and e-mail	Telephone: 52-2-38, 52-2-58
	•

Comments

Suric village is at 1.8 km from the place where the route will pass, the habitants of the village ask you to assist them at least in the option of having an access road to this route, because Suric village is away from all the central roads.

Region	Cimislia
Name, surname	Bancov Stefan



嫩	
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Organization and function	
Address, telephone	Stefan cel Mare Boulevard 14, Cimislia town
and e-mail	Telephone: 0241-231-57
Comments	

1) To bypass Cimislia town and Ciucur Minjir village according to the project that was developed in 1990.

Region	Cimislia
Name, surname	Tampita Mihail
Organization and	Environmental Inspection, Inspector
function	
Address, telephone	Stefan cel Mare Boulevard 14, Cimislia town
and e-mail	Telephone: 0241-2-22-53
Questions	
The top soil shall be used	

Region	Cimislia
Name, surname	Pavel Teaca
Organization and	Preventive Medicine Center, Chief Medical Officer
function	
Address, telephone	Cimislia, Cetatea Alba Street 27
and e-mail	Telephone: (241) 22778
	E-Mail: cnperm@mtc-cm.md
	•

Comments

In the plan of the social impact on the population health it is highly necessary that the designed route shall bypass all the localities near this route.







STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

Bine ati venit la Sedinta de Lucru M3!

Aportul dvs este necesar si apreciat, de aceea va rugam sa utilizati acest formular pentru comentarii si intrebari in timpul sedintei, sau dupa sedinta il puteti trimite la adresa: str. Bucuriei 12 A, Chisinau MD 2004, sau la adresa electronica <u>silvia ghiaur@vahoo.com</u>

Region Comrat Novac Boris Name, surname Organization and Director of "Bugeac Iollari" function Address, telephone Comrat, Lenin Street 99 and e-mail Comments It is a very important meeting. It is necessary to plan the bypass of the localities: Comrat, Chirsova, Congaz, Svetlii. There are benefits for that: 1) cheaper state land 2) decrease of the emissions in localities 3) there is the existent road, 7km Comrat bypass 4) decrease of the road accidents, saving the lives of many people 22.10.08

Formular pentru comentarii

Region	
-	Comrat, Gagauzia
Name, surname	Cambur Ivan
Organization and	Gagauzia Educational Administration, Deputy Chief of GUO
function	
Address, telephone	Cambur.08@mail.ru
and e-mail	Mobile: 067124404
	Office: 0298 22748
Comments	

We need to take into account all the social-economical and environmental factors of the impact







Region	
	Comrat region, Chirsova village
Name, surname	Saidji Serghei
Organization and	Town Hall Mayor
function	
Address, telephone	Chirsova village, telephone: 51-2-36
and e-mail	

Comments The project must take into account the densely populated localities, the narrow road, the lack of drainages. There are proposals to develop the project taking into account the bypasses, especially that there is this possibility in Chirsova village. The bypass should go on the flood-land of lalpug river, especially that the lands are administrated by the town hall.

Questions

What are the terms of finalising this project?

Region	
	Comrat
Name, surname	Zlatov Petr
Organization and	The Chief of the Industrial and Construction Management
function	
Address, telephone	Comrat, Lenin Street 196, 298-2-31-80, 26881
and e-mail	Mobile: 069644240

Comments The priority is to plan the bypass of Comrat town, and the villages Chirsova, Congaz, Svetlii, as well as Vulcanesti town. It is necessary a further collaboration.

Region	Taraclia, Aluatu village
negion	l'alabia, l'isate l'ilage
Name, surname	Calin Adam
name, carname	
Organization and	The mayor
function	
Address, telephone	Aluatu village
and e-mail	Mobile: 079729904
Commente	
Comments	
The construction and rehabilitation of the road M3 is necessary and I support this project, but it	
will not be officient without a human of the village densely and to apport the project, but t	
will not be efficient without a bypass of the villages, densely populated	







STUDIU DE FEZABILITATE PENTRU REABILITAREA ȘI EXTINDEREA DRUMULUI M3 CHIȘINĂU-GIURGIULEȘTI/FRONTIERĂ CU ROMÂNIA

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Formular pentru comentarii

Region	Cahul region, Giurgiulesti village
Name, surname	Cristina Tornea
Organization and function	Mihai Sadoveanu High school, 10 th grade
Address, telephone	Giurgiulesti village, Granicerilor street 17
and e-mail	029371-146
	Cristinka_tornea@yahoo.com
Name, surname Organization and function Address, telephone and e-mail	Cristina Tornea Mihai Sadoveanu High school, 10 th grade Giurgiulesti village, Granicerilor street 17 029371-146 Cristinka_tornea@yahoo.com

Comments

As a future citizen of the village and as a beneficiary of the highway Chisinau-Giurgiulesti, I agree with its construction. Being a whiteness of different constructions and projects it would be a benefit for our village and for its economical development and the construction of the highway.

Questions

1) What warranties do you give us that in 2017 this highway will be constructed?

2) The road R34 will be also rehabilitated simultaneously with the M3 highway construction?

Region	Cahul region, Giurgiulesti village
Name, surname	Neculseanu Andrei
Organization and function	Mihai Sadoveanu High school, 12 grade
Address, telephone and e-mail	Comrat, Lenin Street 99

Comments

At this meeting I was not satisfied with the answers, the answers were abstract, nothing clear, We would like to find out something precise. I think that an international project should contain very precise information, not during the construction to have some doubts, of resettlement some social places. Questions

1) Why is this highway rehabilitated?



2) The land owners will have a financial benefit or they will be abolsihed by law, exactly like in the railway project?

Region	Cabul region Giurgiulesti village
July July	e aner region, energiere en mage
Name surname	Siminovici Doina
Nume, sumame	Similovici Doma
Organization and	Member of the "Biodiversity" team "Mihai Sadoveanu" High School
organization and	Member of the Diodiversity team, Minar Sadoveana Tright Contest
function	
Address, telephone	Giurgiulesti village. Cotiubinschi street 14.
, in the second se	
and e-mail	Mobile: 068220214
	·

Comments

As a democrat citizen, who aspires to development, I agree and I support this project, but I think that the number of the accidents will increase, this road endangers many people's lives. Other comments and questions I will address at the next meeting, when there will be answers for more questions.

Questions	
Why it is not constructed a road that will bypass all the localities?	

Region	
	Cahul region, Giurgiulesti village
Name, surname	Bratco Dumitru
Organization and	"Mihai Sadoveanu" High school
function	
Address, telephone	Giurgiulesti village, Tineretului street
and e-mail	71-1-01
	•

Comments

I agree with the construction of this highway, but I did not like the answers that you gave. You did not say anything precise; we would like to find out more information about the villages out of the highway.

Questions

1) Will the administration of our village contribute to the construction of this highway?

2) The road R34 will be rehabilitated again?

3) In 2017 we will be able to travel on this highway without problems?

Region	Cahul region, Giurgiulesti village
Name, surname	Cirjaleanu Valeriu
Organization and function	"Mihai Sadoveanu" High School
Address, telephone	Giurgiulesti village, Comsomolist street 9, 0293 71-2-04,



|--|



and e-mail	rikc'sjawa@yahoo.com	
	Comments	
As a habitant of the G	iurgiulesti village, I am very interested in the social-economical	
development of this vi	development of this village. This is why I approve your project, because it is a big necessity for	
habitants, also for the drivers. The rehabilitation of the highway will have positive consequences		
not only for the Giurgiulesti village but also for the Republic of Moldova.		
Questions		
1) Will the trees be pla	anted along the highway?	

2) Will the quality of the road reach the European standards?

Region	Cahul
Name, surname	Sevcenco Maria
Organization and function	General Educational Department, Methodist
Address, telephone and e-mail	Cahul, Florilor street 39/1 Telephone: 22332 and 26560

Comments

I consider that the highway is welcomed and it is a benefit for our country and for the villages that it's crossing. I liked that the public opinion is studied and that it was promised that the proposals will be taken into account.

Questions

What will happen with the national roads? Will be the historical monuments taken into account? Will be the fences for animal safety build?

Region	Cahul region, Giurgiulesti village		
Name, surname	Bratco Natalia		
Organization and	"Mihai Sadoveanu" High School, member of "Biodiversity" team		
lunction			
Address, telephone Tineretului Street, Giurgiulesti village			
and e-mail	Telephone: 71-1-01		
Comments			
As a future habitant of Giurgiulesti village, in 2015, I approve the construction of this			
international road M3 Chisinau-Giurgiulesti, but with the bypass of the localities, not directly on			
the national road, because this leads to fissures on the houses, high noise level, and a			
disturbed sleep. The bypass of the localities will have a benefit for our village.			
Questions			
1) What is the warranty that in 2017 this project will be finalised?			
2) The international road M3 will be rehabilitated, but will be the national road R34 rehabilitated,			
because now the heavy trucks are crossing it?			



A.1.4 Summary of Issues and Comments Made During the Consultations

Date	District	Persons/Groups	Expressed	Concerns/Issues Raised	Comments/Remarks
	Visited	Met	Appreciation		
22 October 2008 – 10 AM	Visited Cimislia-	Met 41 participants (see Appendix 1 for complete list)	Appreciation In general expressed agreement with the plan to rehabilitate and extend the road as well as look at possibility for construction of the bypass	When will the construction works begin? (Sagaidac Mayor) Concern on the effects of construction: previous construction works partly destroyed the sidewalk and resulted in local flooding of the drainage but no rehabilitation was undertaken. Assurance that measures will be implemented. Porumbrei Mayor) Current traffic going through the municipality of Cimislia posed various hazards to the local population including health risks and safety for children. Bypass is preferred and if route still goes through Cimislia, difficult to support the project. (Chief of Health Protection-Cimislia). Discussed the merits of the proposed bypass and assured the body that there will be no problems encountered in land acquisition as 10 km of the proposed bypass route is already available and ready for the project. (Selemet Mayor) Cited past experiences in road reconstruction where local community and officials were not consulted during design and planning: resulting in local flooding and sidewalk problems after construction; thus additional cost was required to undertake corrective measures. Expressed appreciation for the consultation being done by the project. (Ciucur-Meijir Mayor). Will geodetic survey and cadastral mapping be carried out to ensure that all affected lands are identified as well as the assets therein and important monuments of	Will have to wait for the result of the FS to determine the viability of the investment; then investment decision will have to be made. Only then can the scheduling be fixed. Permanent and temporary impacts resulting from project activities will be identified and fully documented and proposed mitigation measures discussed with all stakeholders. These shall be assessed including cost and included in the program. These issues will be part of the considerations to be incorporated in the feasibility study to investigate options and alternatives and whether bypass is more advantageous overall. Land availability for the proposed bypass route will be a major consideration and will be factored in determining viability. As matter of policy and procedures followed by this project is to provide safeguard and mitigating measures for negative project impacts. The best way to ensure appropriate response is to ensure participation of concerned and affected stakeholders. Accordingly participatory measures including consultation, information dissemination and others will always be pursued. Cadastral mapping is already being done by the Project in coordination with the Institute of Territorial Development. Affected land parcels within the concerned alignment and road right of way needs will be identified and required area measured. All assets within these parcels will be inventoried and documented in coordination with concerned landowners. Likewise, all affected landmarks, communal assets and historical monuments will be identified and included in the documentation.
				historical significance and others are protected? Named some villages where these historical sites maybe located. (Cadastral Officer-Cimislia)	
				Expressed necessity for consultation with local communities and coordination on various concerns – traffic, design, environment, project scheduling- with local authorities. (Codreni Mayor) Necessity of bypass construction to protect the communities on existing routes against traffic problems, pollution hazards, etc. Will the road bypass be built on the lands owned by the municipality (Selemet Town Hall Land Engineer) Need for connectivity and access road of villages (eg. Suric village traversed by the corridor (Suric Mayor) Health risks and environmental impacts should be major	Financing institutions requires that certain procedures in the provision of safeguard measures are complied with such as the conduct of scoping meetings, consultations, and coordination to ensure the participation of concerned stakeholders. Use of public land will be advantageous to the project since it will minimize cost and avoid the pains of private land acquisition. The FS will take this into consideration. Connectivity and ensuring access of the villages nearby will be one of the considerations in the socioeconomic issues investigated during the feasibility study. The EIA and SIA will look closely into these issues and propose mitigating measures to be presented to the community as well.



				Officer)	
22 October 2008 – 3PM	Comrat, UTA Gagauzi a	23 participants (see Appendix for complete list)	Participants express the need for the project to go ahead but	What options are proposed and will be pursued in the road rehabilitation and reconstruction?	The Project is at the stage of reviewing various alternatives including the previous proposals. At this point it is difficult to say which are the preferred alignments as considerations including the technical, social, economic, environmental, land acquisition and financial factors are still being studied and assessed and the project is still in progress.
			undertaken in close coordination with the authorities of	all options would have these considerations and risks. If all are taken into considerations, no option maybe available. As the road is important for regional, national and international development, the project especially the bypass route should be pursued. The Experts can ensure	The Project follows certain policies and procedures to conform to the country and funding institutions' policies and regulations on safeguard measures and ensuring project viability. Accordingly, options and alternatives must be evaluated. Only then can decisions be justified.
			the autonomous region	the mitigating measures to address risks and impacts. (Basarabeasca Mayor)	Comrat representatives believe that there will be no major problems in land acquisition as the land within the area of the proposed bypass are not of the best type and they are mostly grassland.
				Land acquisition is not an issue on existing road since the ROW is wide enough to accommodate expansion. However, on proposed bypasses, land will have to be acquired for the ROW. In Cimislia, the Regional Authority has kept the area within the proposed bypass as public land; these have not been privatized. For the proposed Comrat Bypass the land situation in the proposed	The merit of the Bypass will be reinvestigated and data will be updated based on the current and projected traffic volume based on development activities taking shape in the region as well as the national and international requirements. The FS will look closely and review justifications for various options.
				alignment still needs to be determined. Issue on the Comrat Bypass which was started earlier -	Construction procedures and materials used will require meeting international standards and that quality will be assured given close supervision and monitoring.
				Raod Dept. – Director) Need to pursue land acquisition to ensure the connection to Comrat; future traffic intensity merits the completion of	Design and safeguard measures will conform to international standards and regulations.
				the Bypass. Cited potential justification for the proposed bypass in Chirsonova given the sharp curve and the density of population in the area traversed by the current route with all risks and hazard posed by traffic due to location of social facilities closed to the road, limited expansion area	Assurance that the Project will maintain a standard of excellence starting from the design stage with Kocks and Universinj's involvement. The safeguard measures will be fully developed to conform to international and national policies and regulations and that implementation will be properly supervised and monitored in accordance with expected guidelines.
				available with all the public utilities using the limited space. (Chirsova Mayor) Question on the surface type for the road and if purely capholt, four that during summer access the surface will	Based on the response of MCC's Chief Economist, if the section from Comrat to Giurgiulesti including the proposed bypasses is found economically feasible, financially viable, environmentally and socially sound then a Compact agreement will be executed between the GOM and the MCC for
				soften and will quickly deteriorate (Construction Specialist – Comrat) Lands along the route considered for the bypass are not	already be developed.
				the bypass is that the current area is being used as dumpsite for garbage. During construction of the bypass, the cleaning up will be required and will benefit the community accordingly. Commented that he has not	



				remembered times when EIA scoping had been conducted (Head of Envi and Eco Dept. Comrat. The Project is considered vital and of importance to the development of Comrat and the autonomous region. Suggested that local people be also hired during construction for employment purposes and that he expects that the Project will pursue a standard of excellence; and after the design posed question as to	
				when construction will start. Discussed the benefit of the bypass option and the need	Thus the objective of the scoping meetings.
				to take into account all environmental and social impacts (Director, Roads Dept). Choosing the bypass route will avoid densely populated areas and narrow road where expansion will have major social impacts and avoid impacts on private lands as municipal public land is available. Design should incorporate other features like provision of drainage. (Chirsova Mayor) Pointed out the merit of the proposed rehabilitation of the M3 and that it would be more effective and efficient with the construction of bypasses (Taraclia Mayor) Pointed the necessity for close collaboration of the project with the local authorities (Chief of Industrial and	Objective of the Scoping meeting is to generate input of all stakeholders specially the local communities and the authorities on what they perceive as best for them and generate suggestions which could be advantageous to the project and will be incorporated in the FS.
23 October 2008 – 10AM	Giurgiul esti, Cahul	29 participants (see Appendix for complete list)	The Giurgiulesti mayor was initially negative about the consultation process but eventually appreciated the benefit of the scoping activities. Mayor of Aluatu, Taraclea appreciated the invitation to participate in the meeting and the representative of the International Ports Authority expressed	Construction Management – Comrat) Impact of the proposed alignment and bypasses should also consider the villages and communities. Cited benefit that the Giurgiulesti community will derived when road is rehabilitated or bypass pursued. He feels that the bypass is more beneficial to the community and the environmental and social impacts will be minimal. (Giurgiulesti Mayor) If the proposed alignment is considered part of the international route then the bypasses should be pursued and the design and construction should conform to international standard. (International Port Representative - Giurgiulesti) Experience with Giurgiulesti Port, that because it was considered of international and national importance it was pursued without adequate consultations and participation of the local communities. Hope that the Project will not follow the course of the Port and Railway development experiences; what about the connection of the existing roads to the proposed Bypass – are these being considered? The project may only benefit international and national road users but not for the village population;	The background of the project was provided in the context of the national road strategy and how this section supports the overall development plan and program. While the project has major macro development objectives, the micro impacts and benefits are also being considered; EBRD, WB and MCC provide specific guidelines that must be followed for projects being considered for financing. To ensure that all factors are considered participation of all stakeholders is generated and comments and suggestions are duly incorporated in the design and planning including measures to protect the environments, the livelihood and social interest of the local population. Accordingly, the environmental and social assessment starts with scoping meetings to determine due considerations which must be investigated during the feasibility stage and design phase of the project. Financing institutions have these rigorous procedures for review and project development process that must be conformed with. If the review and investigation as well as FS result in the technical, economic, social, environmental and financial justification of the project, then there is no reason not to pursue it given the interest of some identified donors to finance it. Project information will follow various ways and procedures: Records of the results of the consultation will be made available and project status will be provided as well for comments and suggestions. The telephone numbers and addresses of project contact persons had been made available in case of additional comments and question and inquiry into the status of the project. Draft EIA/RAP will be subject of additional consultations so that reactions and



			appreciation that the Bypass option will be seriously considered as part of the study.	What will be the process to ensure that the stakeholders are constantly updated on the status of the project. (Representative of the Students - Mihail Sadoveanu High School in Giurgiulesti Comments on the lack of maintenance program for road repairs as well the sidewalks. The need to coordinate the project development and implementation with the local authorities. Specific questions about the trees along the road that will be affected by the rehabilitation activities as well as the need to protect communal resources like spring water and so on during construction. (Cahul Environmental and State Ecology Representative). Expressed support for the project and the consultation process being undertaken to consider public opinion. Questions on what is going to happen to the national road as soon as the M3 is constructed, and whether historical monuments will be protected and that fences for animal safety be built? (Representative of the General Education Dept, Methodist) With the rehabilitation and construction of the M3, will this also include the rehabilitation of the R34 as it is presently being used by heavy trucks? What about the lands in the proposed bypasses traversed by the M3, will the lands need to be expropriated? Member - Biodiversity Team, Mihai Sadoveanu HS.	 comments can be incorporated in the final documents. Suggestions of developing a project website will be considered. The EIA and SIA will incorporate the safeguard and protection of places and landmarks of national and historical significance; measures for animal and biodiversity crossing will be incorporated in the technical features of the road design. The FS will investigate the various options for rehabilitation and construction and recommend the best alternative course of action. Financing will be sought for the recommended action as well as appropriate course of action for the other options. Lands for the proposed bypasses will have to be acquired and a Land Acquisition and Resettlement Plan will have to be developed accordingly to ensure that appropriate mitigating measures are included.
23 October 2008 – 10AM	Giurgiul esti, Cahul	29 participants (see Appendix 3 for complete list)	The Giurgiulesti mayor was initially negative about the consultation process but eventually appreciated the benefit of the scoping activities. Mayor of Aluatu, Taraclea appreciated the invitation to participate in the meeting and the representative of the International	Impact of the proposed alignment and bypasses should also consider the villages and communities. Cited benefit that the Giurgiulesti community will derived when road is rehabilitated or bypass pursued. He feels that the bypass is more beneficial to the community and the environmental and social impacts will be minimal. (Giurgiulesti Mayor) If the proposed alignment is considered part of the international route then the bypasses should be pursued and the design and construction should conform to international standard. (International Port Representative - Giurgiulesti) Experience with Giurgiulesti Port, that because it was considered of international and national importance it was pursued without adequate consultations and participation of the local communities. Hope that the Project will not follow the course of the Port and Railway development experiences; what about the connection of the existing roads to the proposed Bypass – are these being	The background of the project was provided in the context of the national road strategy and how this section supports the overall development plan and program. While the project has major macro development objectives, the micro impacts and benefits are also being considered; EBRD, WB and MCC provide specific guidelines that must be followed for projects being considered for financing. To ensure that all factors are considered participation of all stakeholders is generated and comments and suggestions are duly incorporated in the design and planning including measures to protect the environments, the livelihood and social interest of the local population. Accordingly, the environmental and social assessment starts with scoping meetings to determine due considerations which must be investigated during the feasibility stage and design phase of the project. Financing institutions have these rigorous procedures for review and project development process that must be conformed with. If the review and investigation as well as FS result in the technical, economic, social, environmental and financial justification of the project, then there is no reason not to pursue it given the interest of some identified donors to finance it.



Ports Authority	considered? The project may only benefit international	additional comments and question and inquiry into the status of the project.
expressed	and national road users but not for the village population;	Draft EIA/RAP will be subject of additional consultations so that reactions and
appreciation	What will be the process to ensure that the stakeholders	comments can be incorporated in the final documents. Suggestions of
that the Bypass	are constantly updated on the status of the project.	developing a project website will be considered.
option will be	(Representative of the Students - Mihail Sadoveanu High	
seriously	School in Giurgiulesti	The EIA and SIA will incorporate the safeguard and protection of places and
considered as		landmarks of national and historical significance: measures for animal and
part of the	Comments on the lack of maintenance program for road	biodiversity crossing will be incorporated in the technical features of the road
study.	repairs as well the sidewalks. The need to coordinate the	design.
	project development and implementation with the local	
	authorities. Specific questions about the trees along the	The FS will investigate the various options for rehabilitation and construction
	road that will be affected by the rehabilitation activities as	and recommend the best alternative course of action. Financing will be sought
	well as the need to protect communal resources like	for the recommended action as well as appropriate course of action for the
	spring water and so on during construction (Cabul	other options. Lands for the proposed bypasses will have to be acquired and a
	Environmental and State Ecology Representative)	Land Acquisition and Resettlement Plan will have to be developed accordingly
	Expressed support for the project and the consultation	to ensure that appropriate mitigating measures are included
	process being undertaken to consider public opinion	to ensure that appropriate mitigating medicates are moladed.
	Questions on what is going to happen to the national road	
	as soon as the M3 is constructed, and whether historical	
	monuments will be protected and that fences for animal	
	sofety be built? (Pepresentative of the General Education	
	Dopt Mothodist)	
	With the rehabilitation and construction of the M2 will this	
	with the renabilitation and construction of the P24 as it is presently	
	also include the renabilitation of the R54 as it is presently	
	proposed by neavy tracks? What about the lands in the	
	proposed bypasses traversed by the ivis, will the lands	
	Nibei Sedeveen US	
	Iviinai Sadoveanu HS.	



Appendix 2 Baseline and Internal Monitoring Indicators

Monitoring indicators	Basis for Indicators		
Benefit Monitoring	 What changes have occurred in patterns of occupation, production, and resource use compared to the pre-project situation? 		
	 What changes have occurred in income and expenditure patterns compared to the pre-project situation? 		
	 What have been the changes in cost of living compared to the pre-project situation? 		
	 Have AP' incomes kept pace with these changes? 		
	 What changes have taken place in key social and cultural parameters relating to living standards? 		
	 What changes have occurred for vulnerable groups? 		

Appendix 3 External Monitoring Indicators

Monitoring Indicator	Basis of Indicators
Basic Information on AP Households	 Location Composition and structure: ages, educational and skill levels Gender of household head Ethnic group Access to health, education, utilities and other social services Housing type Land and other resource ownership and utilization patterns Occupations and employment patterns Income sources and levels Agricultural production data (for rural households) Participation in neighborhood or community groups Access to cultural sites and events Value of all asset forming entitlements and resettlement entitlements as the case maybe
Other Impacts	 HIV/AIDS incidence in the Project area Were there unintended environmental impacts?
	Were there unintended impacts on employment or incomes?