



**Government of The Republic of Moldova
Ministry of Economy and Infrastructure**

Road infrastructure development

Chisinau 2017



Road Infrastructure

Road network

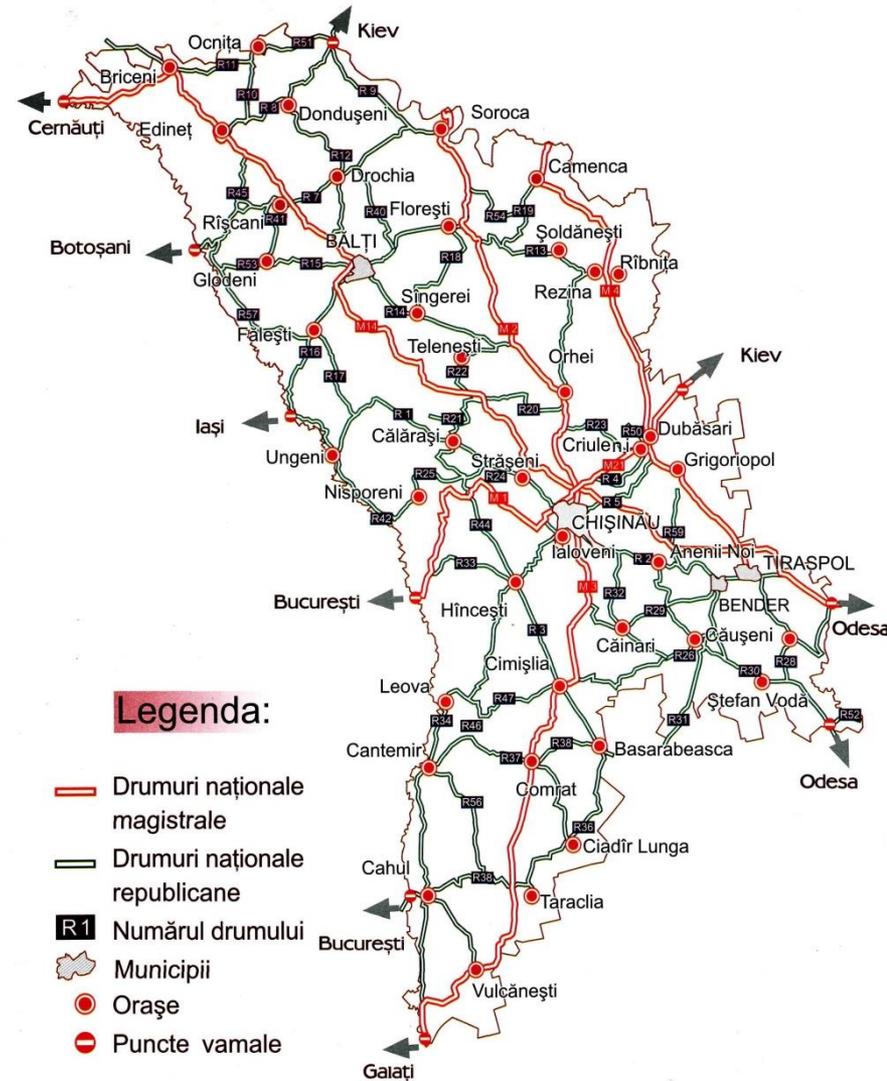
Public roads 10537 km including:

National roads 3670 km, including:

Asphalt pavement	2973 km
Concrete pavement	437 km
Macadam	261 km

Local roads 6867 km,

Asphalt pavement	3064 km
Concrete pavement	46 km
Macadam	3756 km





Legal framework in road sector

- Transport and Logistic Strategy 2013 – 2022 approved by Government Decision nr. 827 from 28.10.2013;
- National Strategy for road safety approved by Government Decision nr. 1214 from 27.12.2010;
- Road Law nr. 509 from 22.06.1995;
- Road fund Law nr. 720 from 02.02.1996
- Road safety Law nr. 131 from 07.06.2007
- Action Plan for implementing of National strategy for road safety approved by Government Decision nr. 972 from 21.12.2011



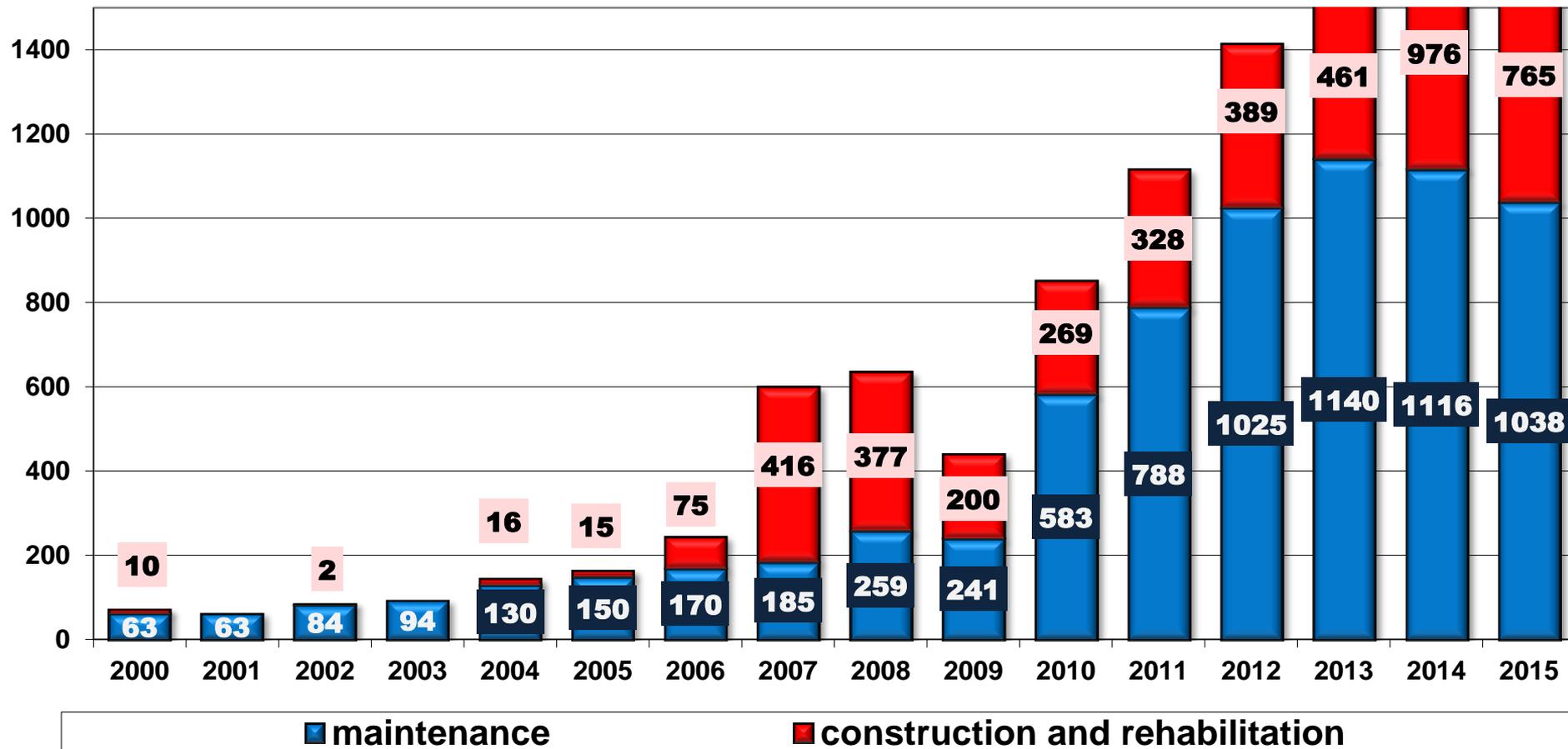
Road Maintenance in the Republic of Moldova

- The IFI's support the rehabilitation of the road infrastructure EBRD, EIB – National Roads, WB-local roads.
- The Government maintain the existing road assets.
- The road maintenance is financed from the Road Fund.
- The Road Fund is dedicated to maintain almost 3000km of national roads and over 6000 km of local roads
- The road fund is part of the state budget .
- The main strategic paper – Transport and Logistics Strategy 2013-2022.



Road Infrastructure

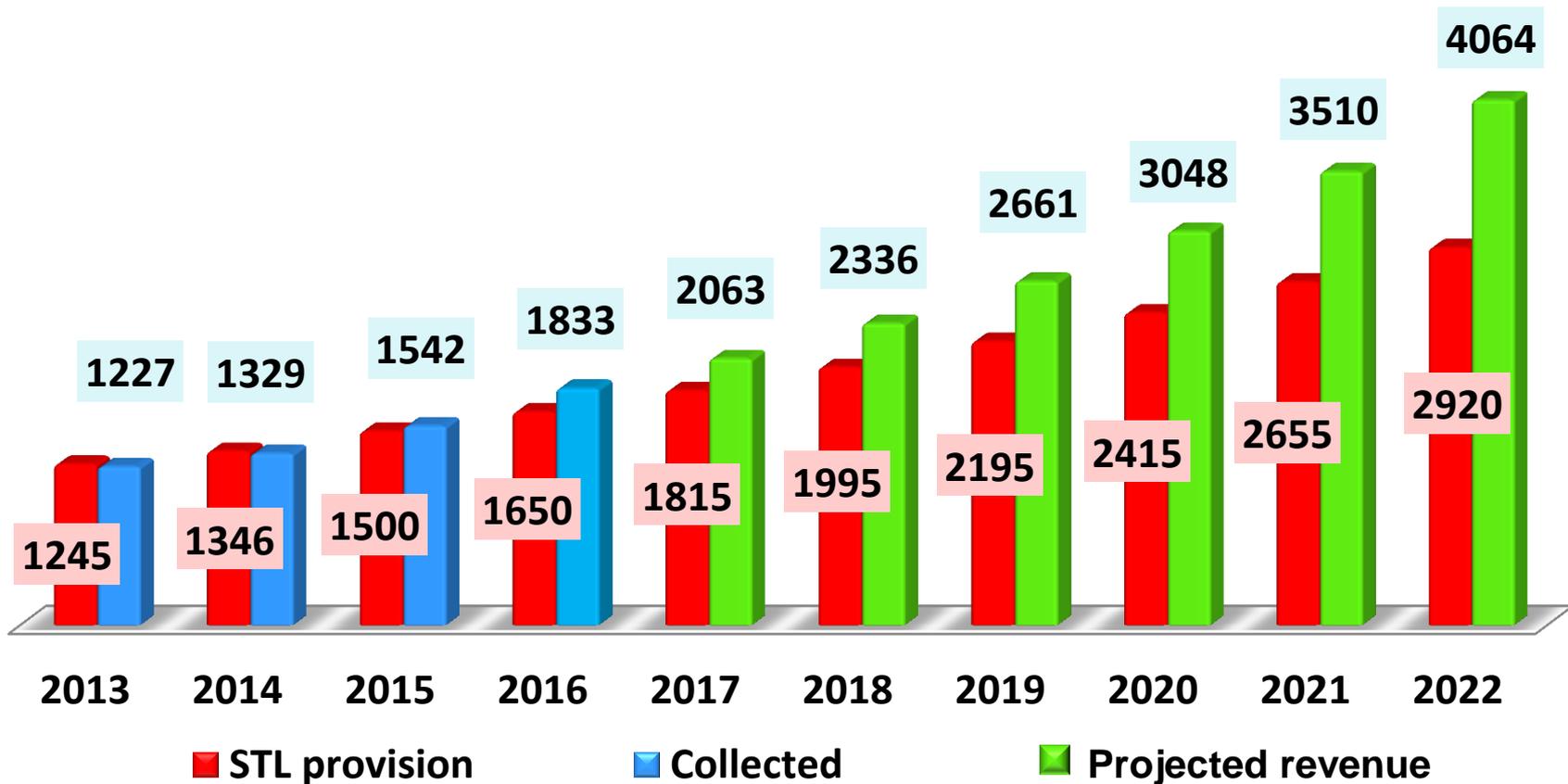
Road sector funding in 2000-2015, mil. MDL





Road Infrastructure

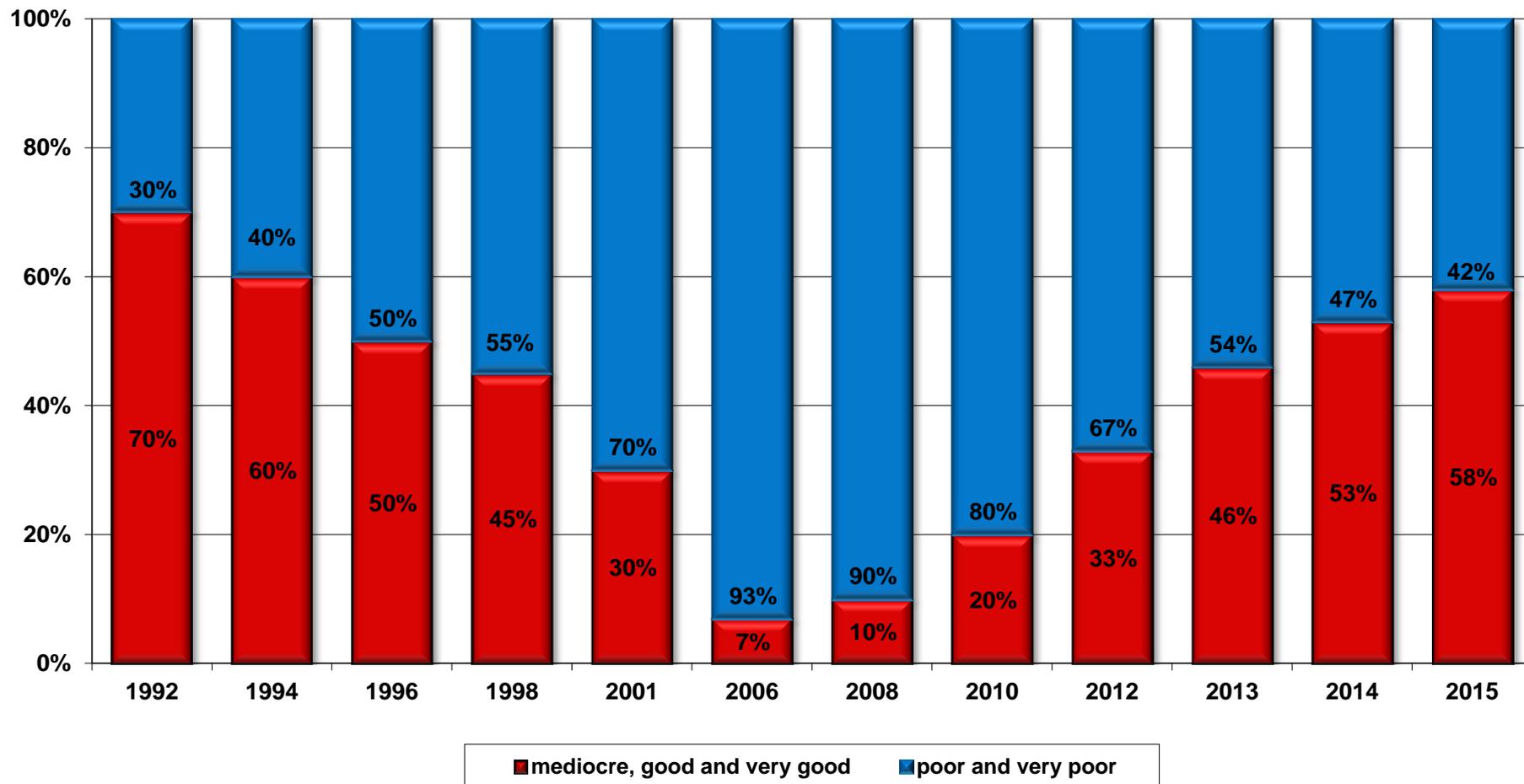
Road Fund Development





Road Infrastructure

Conditions of the national roads network

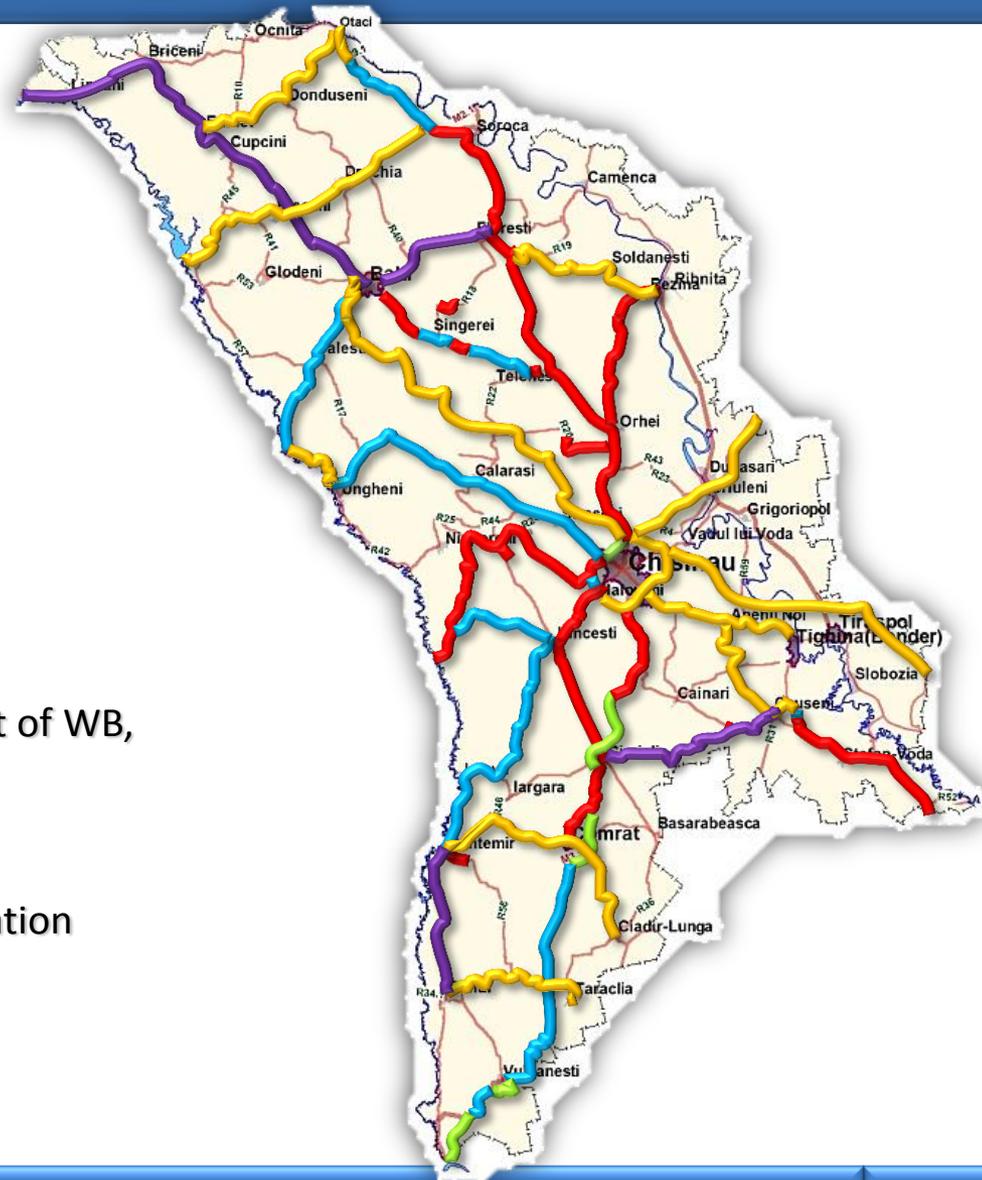




Road Infrastructure

National road rehabilitation

-  Rehabilitated up to 2017 (**515 km**)
-  Now in rehabilitation (**420 km**)
-  Planned to be rehabilitated with support of WB, EBRD, EIB, EC until 2020 (**90 km**)
-  Roads with prepared project documentation (unidentified financing)
-  Roads without project documentation





Road Infrastructure

Priority projects for Republic of Moldova within Eastern Partnership



Road Infrastructure

Priority projects for Republic of Moldova within Eastern Partnership

Rehabilitation of M14 Brest – Briceni – Chisinau – Tiraspol – Odesa, Sector Criva – Balti

- The feasibility study was elaborated by NATHAN associates incorporate;
- According with feasibility study Internal Rate of Return (IRR) is 15.6 %;
- Project documentation was elaborated by KOCKS ingenieure and Universinij SRL in 2012;
- For project implementation is not necessary land allocation;
- The project is included in the Transport and Logistics Strategy for 2013-2022 as a priority project;
- The length of the road sector – 133 km;
- Financing is unidentified;
- Estimated cost – 120 mil Euro;



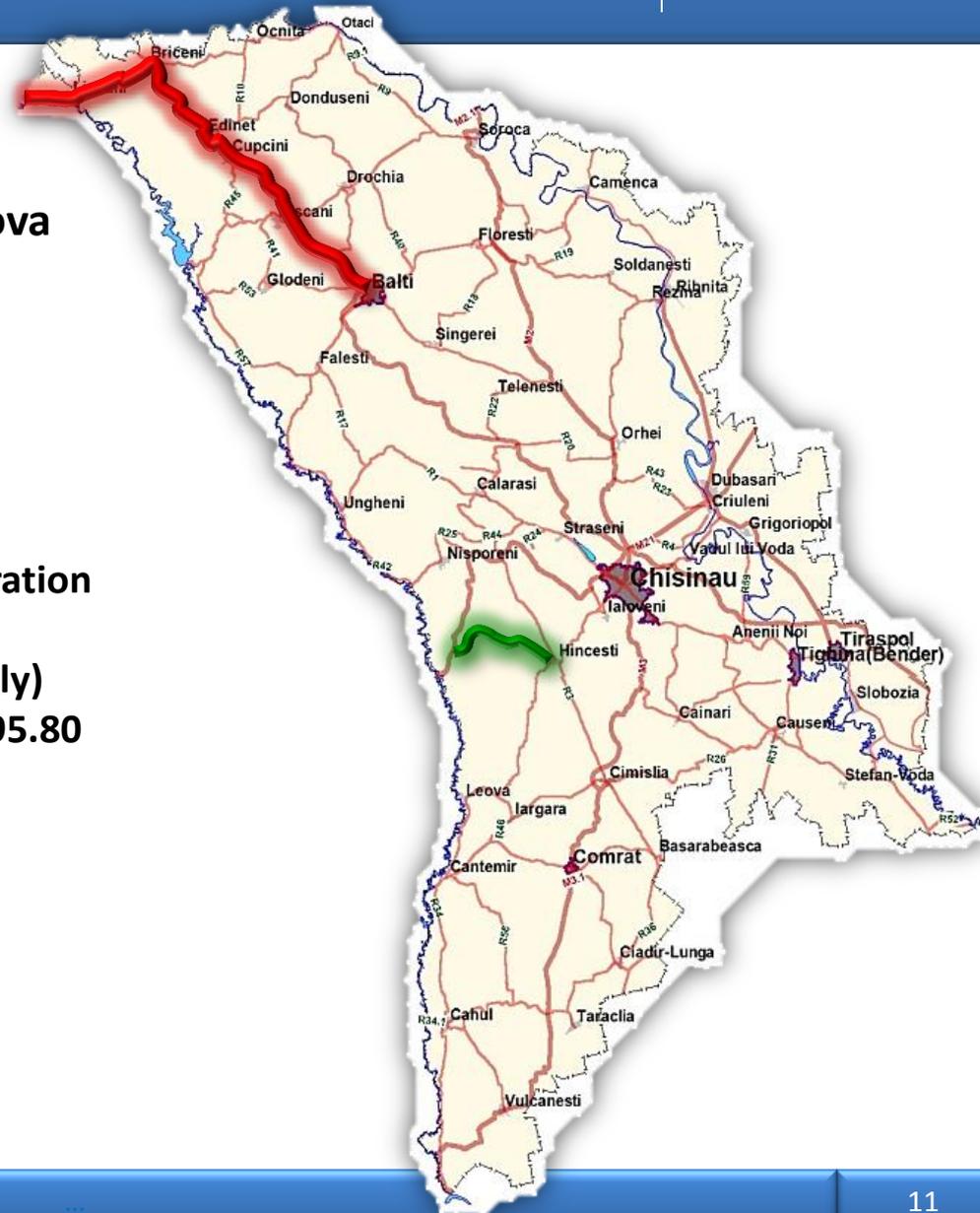


Road Infrastructure

Priority projects for Republic of Moldova within Eastern Partnership

Now in rehabilitation R33 Hîncești-Lăpușna-M1

- Contractor: Euro-Asian Construction Corporation "EVRASCON" JSC (Azerbaijan)
- Engineer: SPEA Ingegneria Europea SpA (Italy)
- Accepted Contract Amount = EUR 18,772,995.80
- The length of the road = 37.2 km



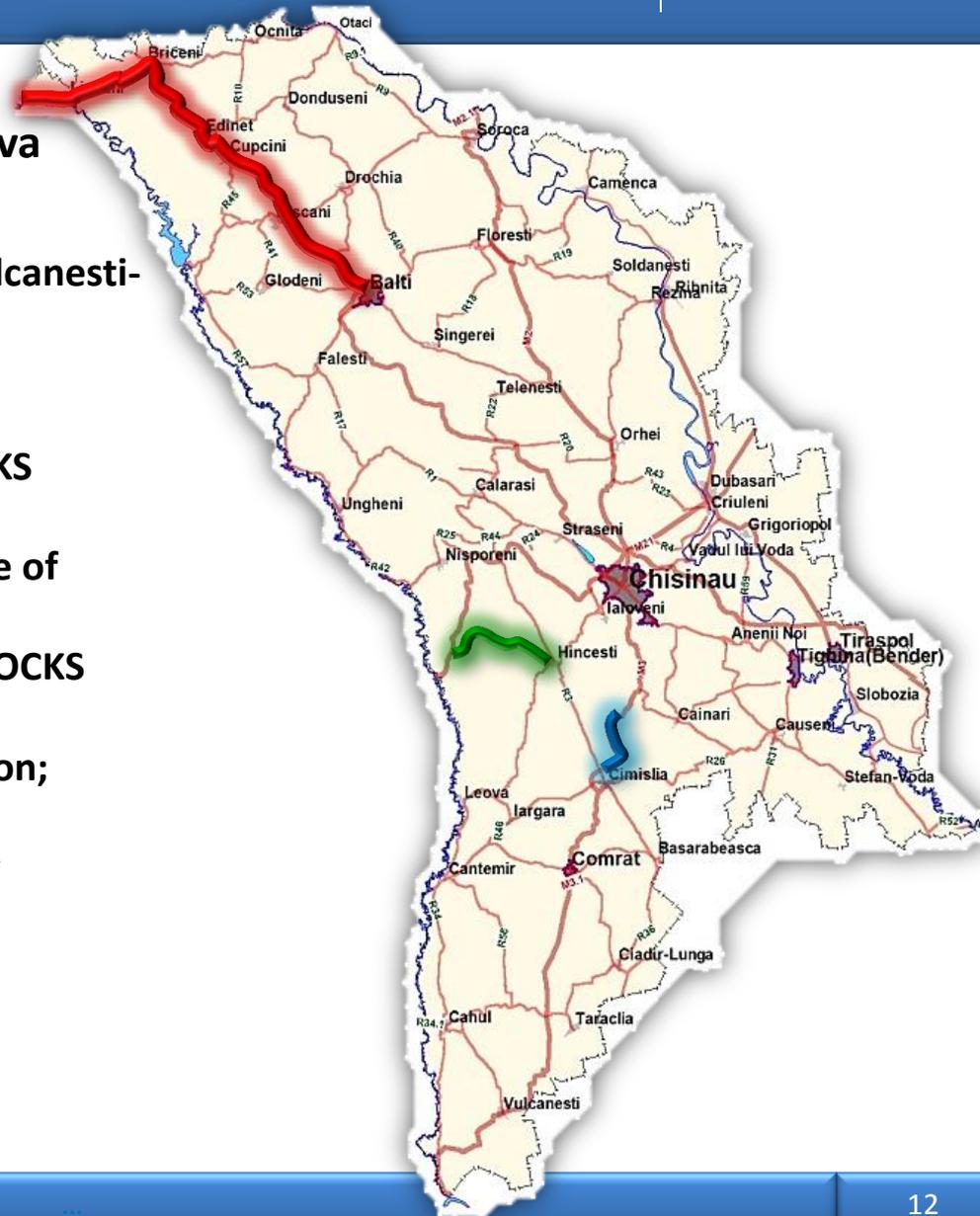


Road Infrastructure

Priority projects for Republic of Moldova within Eastern Partnership

New construction of M3 Chisinau-Cimislia-Vulcanesti-
Giurgiulesti-Romanian border
Sector Porumbrei - Cimislia

- The feasibility study was elaborated by KOCKS ingenieure and Universinij SRL in 2009;
- According with feasibility study Internal Rate of Return (IRR) is 14.9 %;
- Project documentation was elaborated by KOCKS ingenieure and Universinij SRL in 2009;
- Currently is going procedure of land allocation;
- The project is included in the Transport and Logistics Strategy for 2013-2022 as a priority project;
- The length of the road sector – 19 km;
- Proposed for financing to EIB;
- Estimated cost – 26 mil Euro;
- Tender was launched.





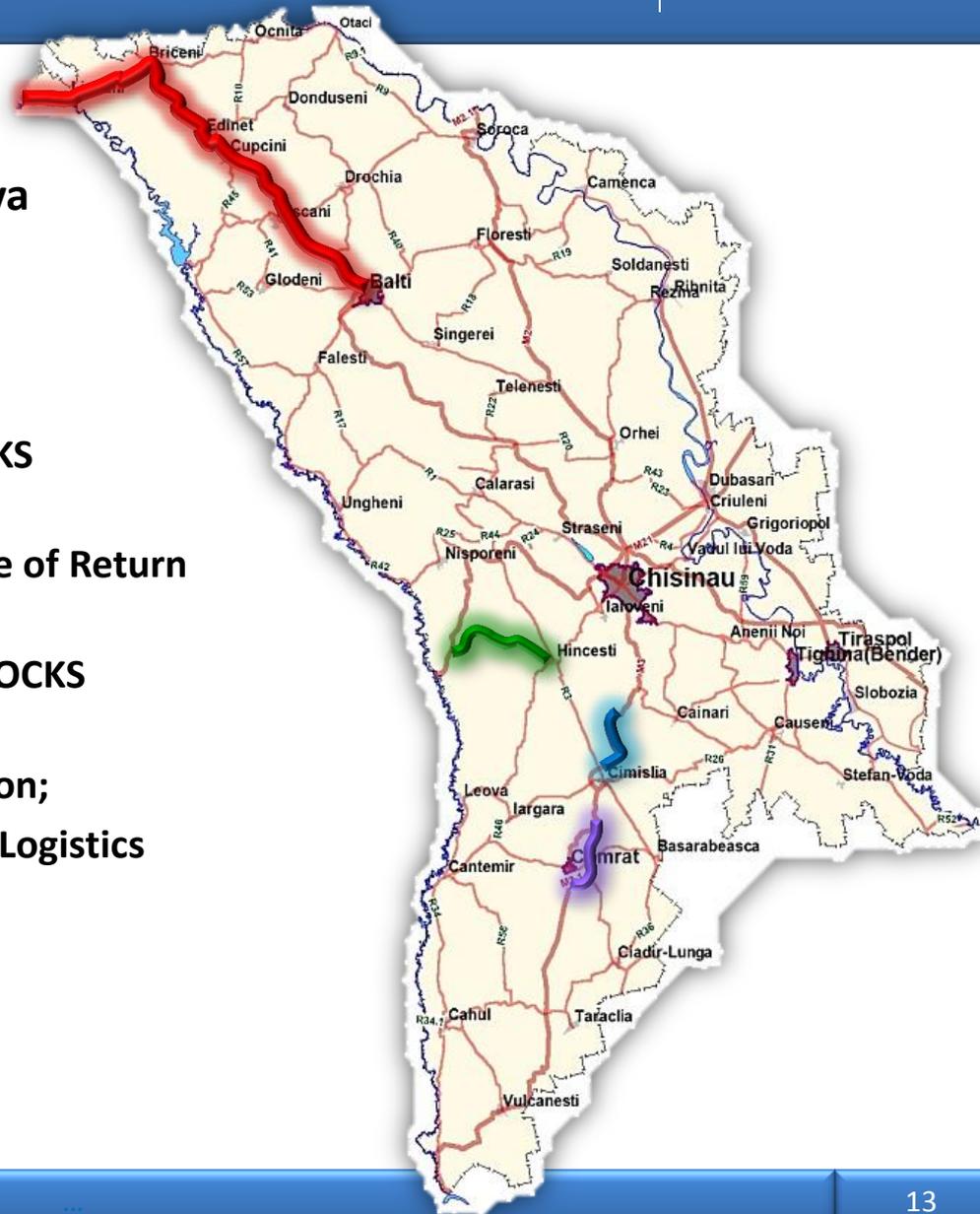
Road Infrastructure

Priority projects for Republic of Moldova within Eastern Partnership

New construction

M3 Comrat bypass

- The feasibility study was elaborated by KOCKS ingenieure and Universinij SRL in 2009;
- According with feasibility study Internal Rate of Return (IRR) is 12.2 %;
- Project documentation was elaborated by KOCKS ingenieure and Universinij SRL in 2009;
- Currently is going procedure of land allocation;
- The project is included in the Transport and Logistics Strategy for 2013-2022 as a priority project;
- The length of the road sector – 18 km;
- Proposed for financing to EIB;
- Estimated cost – 17 mil Euro.
- Tender was launched.





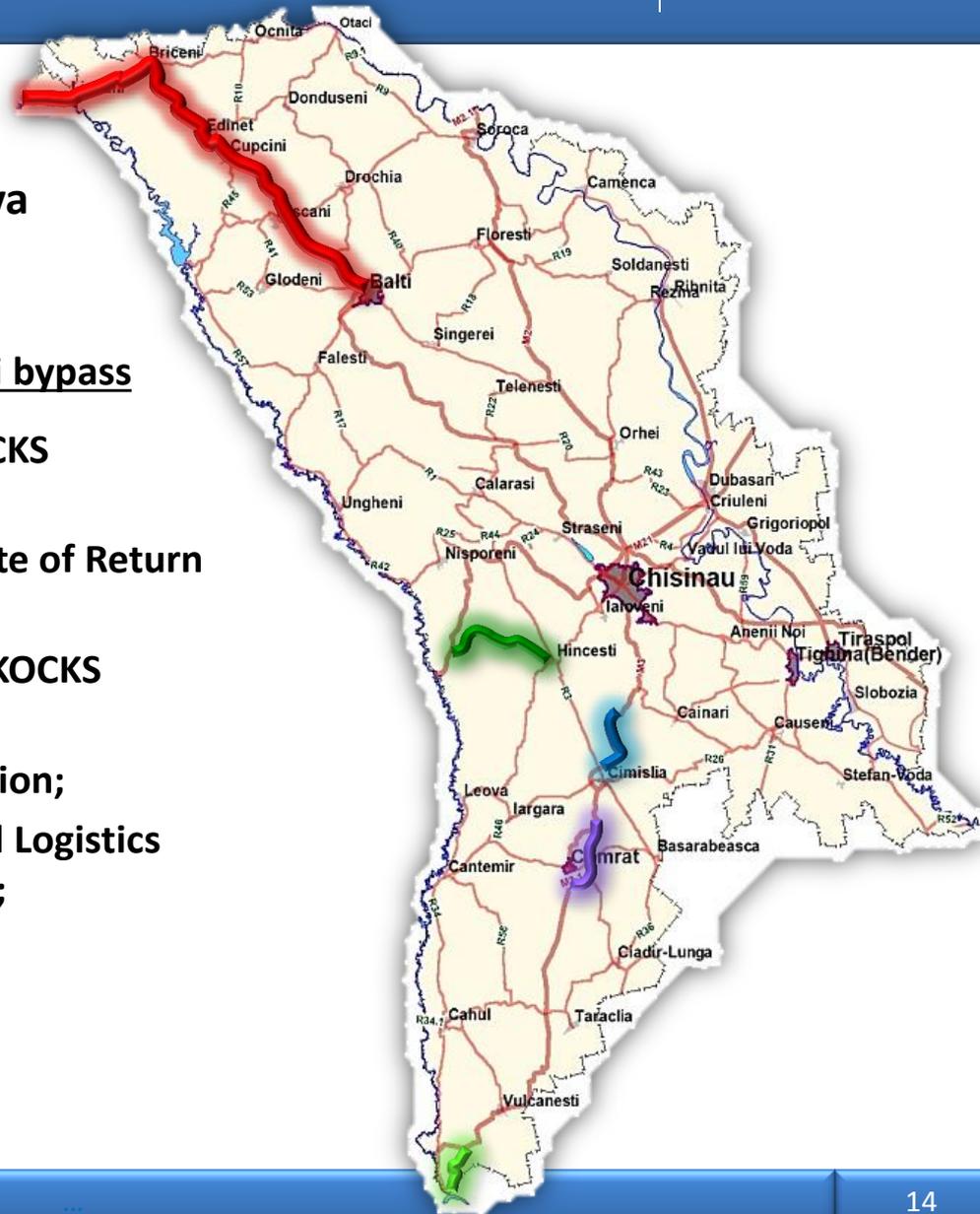
Road Infrastructure

Priority projects for Republic of Moldova within Eastern Partnership

New construction

M3 Slobozia Mare, Chislita Prut, Giurgiulesti bypass

- The feasibility study was elaborated by KOCKS ingenieure and Universinij SRL in 2009;
- According with feasibility study Internal Rate of Return (IRR) is 9.2 %;
- Project documentation was elaborated by KOCKS ingenieure and Universinij SRL in 2009;
- Currently is going procedure of land allocation;
- The project is included in the Transport and Logistics Strategy for 2013-2022 as a priority project;
- The length of the road sector – 20 km;
- Proposed for financing to EBRD;
- Estimated cost – 22 mil Euro.
- Tender was launched.





Road Infrastructure

Proposal for TEN-T network extension



Connection with TEN-T network

M14 Criva-Balti sector, Length-133 km,

Cost-120 mil Euro (unidentified)

M14 Balti-Chisinau sector, Length-131 km,

Cost-113 mil Euro (unidentified)

M14 Chisinau – Kuciurgan (UA), Length-85 km,

Cost-81 mil Euro, **Problem: Closed bridge near Gura Bicului**

R16 Balti-Falesti-Sculeni, Length-55 km, Cost-39 mil

Euro (BEI)

R1 Ungheni-Sculeni, Length-14 km, Bridge over Prut, near Ungheni

Cost-11 mil Euro (unidentified)

Cost-40 mil Euro

M1 Chisinau-Leuseni, Length-100 km, Rehabilitated

M21 Chisinau-Goianul Nou, Length-50 km,

Cost-51 mil Euro (unidentified)

Chisinau ring highway, Length-63 km, total cost-220 mil Euro:

- R6 M1-Ialoveni, km 0-6.6, cost – 9 mil Euro (BEI)

- M1 Chisinau-Leuseni, km 6-14, cost – 17.0 mil Euro (BEI)

- M21 Chişinău-Dubăsari, km 5-15, cost – 25.7 mil Euro (BEI)

- M14 Chisinau –Tohatin, 10 km, cost -15 mil Euro (unidentified)

- New construction, length – 28 km, cost -152 mil Euro (unidentified)

M3 Chisinau-Giurgiulesti, total length-218 km:

- Chisinau-Porumbrei 33 km, Cimislia-Comrat, 29 km, in good condition

- Comrat -Vulcanesti, 86 km, cost – 50 mil Euro (BERD)

- Porumbrei-Cimislia, 26 km, new construction, cost – 38 mil Euro (BEI)

- Comrat bypass, 18 km, new construction, cost – 17 mil Euro (BEI)

- Vulcanesti bypass, 9 km, new construction, cost – 9 mil Euro (CE)

- Slobozia mare bypass, 20 km, new construction, cost – 24 mil Euro (BERD)

Chisinau-Anenii Noi-Tudora, total length-114 km, **Alternative to Chisinau-Odesa road**

- Chisinau-Causeni, 54 km, Cost 39 mil. Euro (unidentified)

- Causeni-Tudora, 60 km, rehabilitated





Road Infrastructure



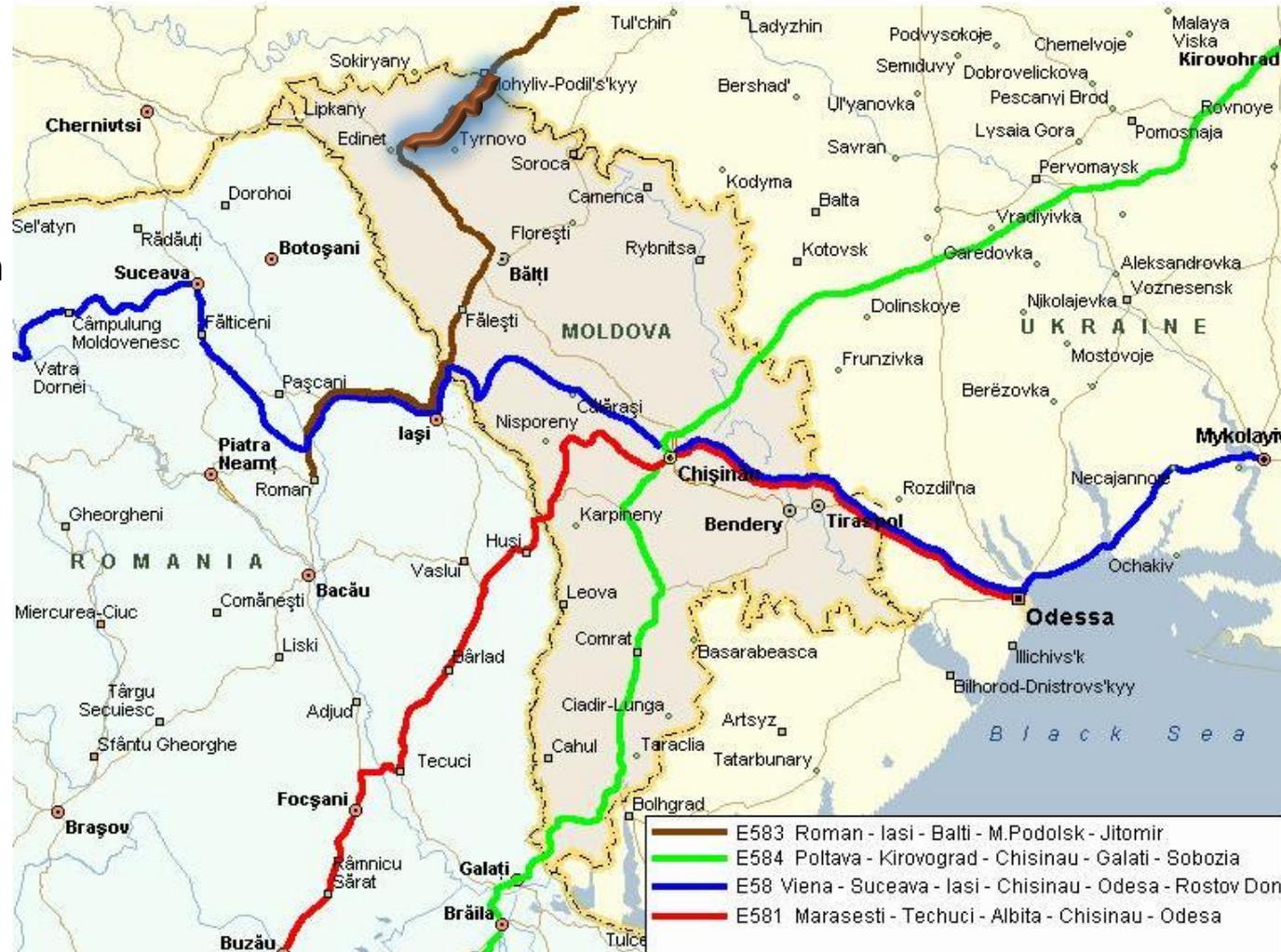


Road Infrastructure

Infrastructure development and improving the connection with European Transportation Networks

Euro-Roads (AGR)

The R8 Edinet – Otaci national road coincide with E583 motorway

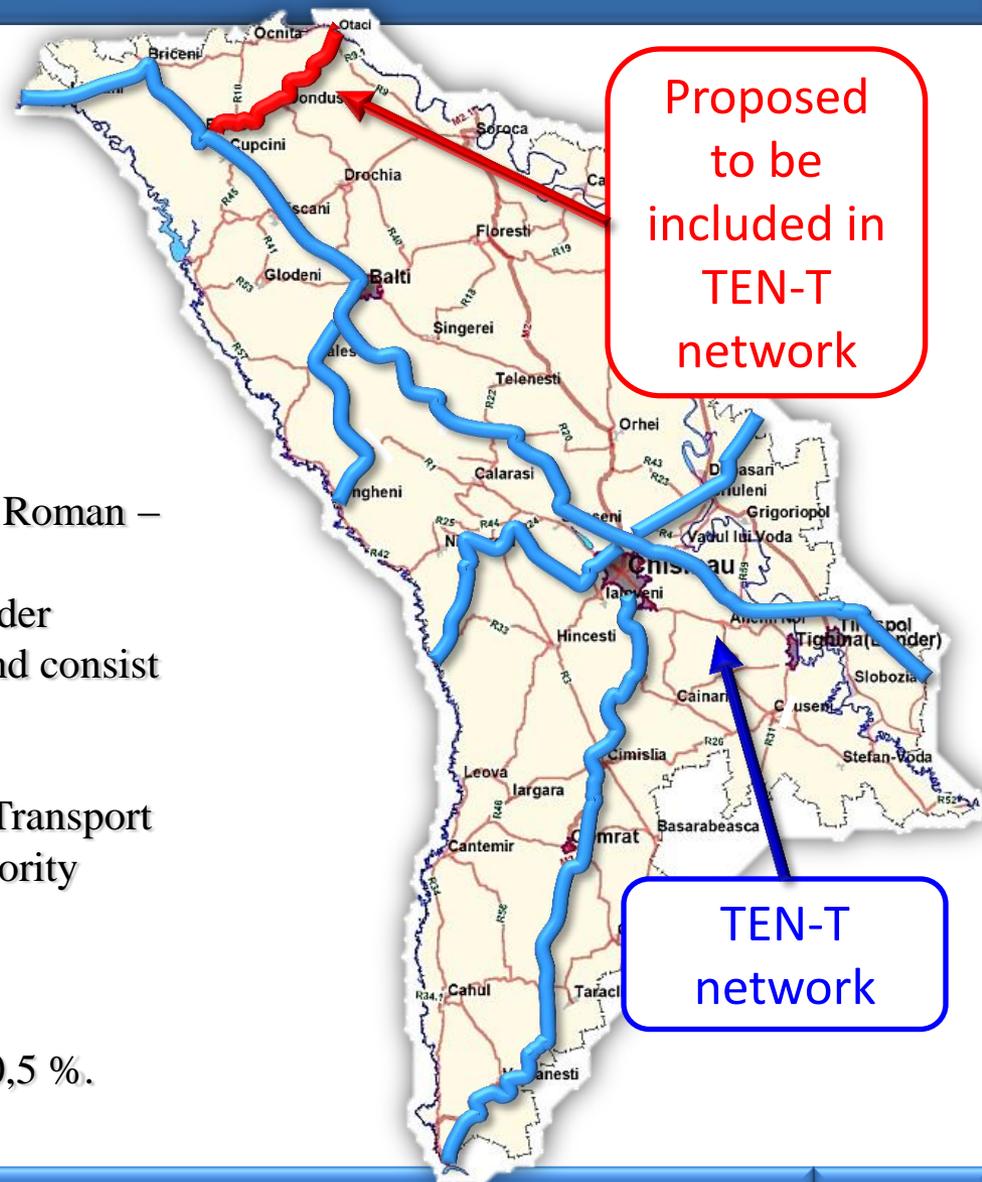




Road Infrastructure

Proposal for inclusion of the national road R8 Edinet – Otaci – Ukrainian border in the TEN-T network

- R8 road is a part of the European road (E583 Roman – Iasi – Balti – Moghiliov Podolsk - Jitomir);
- Trade flows on Otaci-Moghiliov Podolsk border crossing is 13,1% of Total Road trade flow and consist – 313 385 tones per year;
- Present road condition - medium;
- Rehabilitation of this road is included in the Transport and Logistics Strategy for 2013-2022 as a priority project;
- The length of the road – 56 km;
- Estimated cost – 26,7 mil Euro;
- Estimated Internal Rate of Return (IRR) is 20,5 %.





Road Infrastructure





Road Infrastructure

Two options for Ungheni – Chisinau – Odessa highway placement

Basic option of placement

- 1.1 Bridge over Prut river near Ungheni, (new construction) part of the Tirgu-Mures – Iasi – Ungheni highway project.
- 1.2 R1 sector vil. Novaia Nicolaevca – Romanian border
- 1.3 New construction sector R1 to M14 road
- 1.4 M14 sector vil. Cornova - Chisinau
- 1.5 M14 sector Chisinau – Ukrainian border

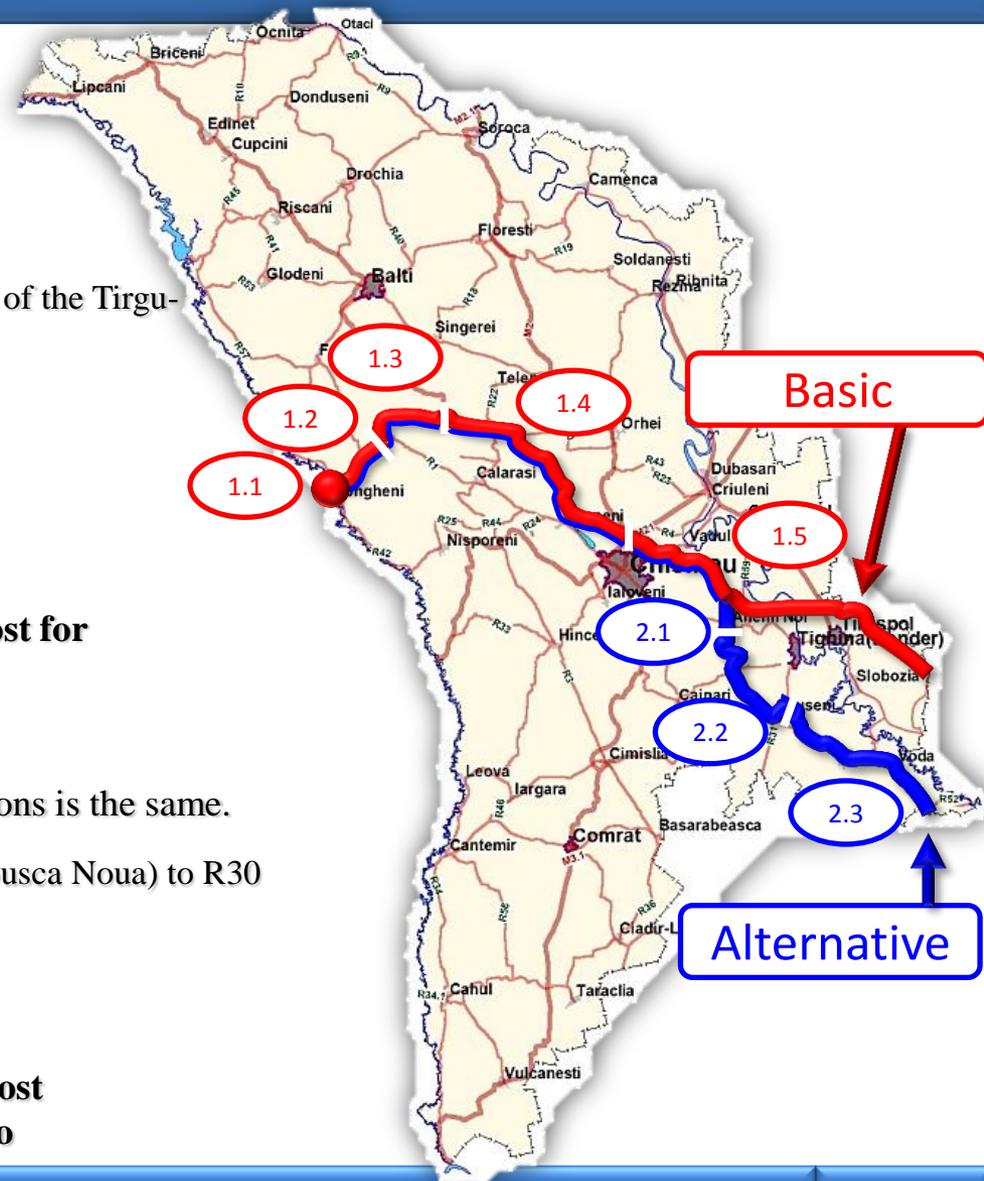
Total length of the first option is 200 km and the cost for modernization works is estimated at 447 mil Euro

Alternative option of placement

The route from Ungheni to Cobusca Noua for both options is the same.

- 2.1 New construction (part of Chisinau ring highway), M14 (Cobusca Noua) to R30 (Anenii Noi) sector,
- 2.2 R30 Anenii Noi - Causeni sector
- 2.3 R30 Causeni – Ukrainian border sector

Total length of the second option is 254 km and the cost for modernization works is estimated at 544 mil Euro

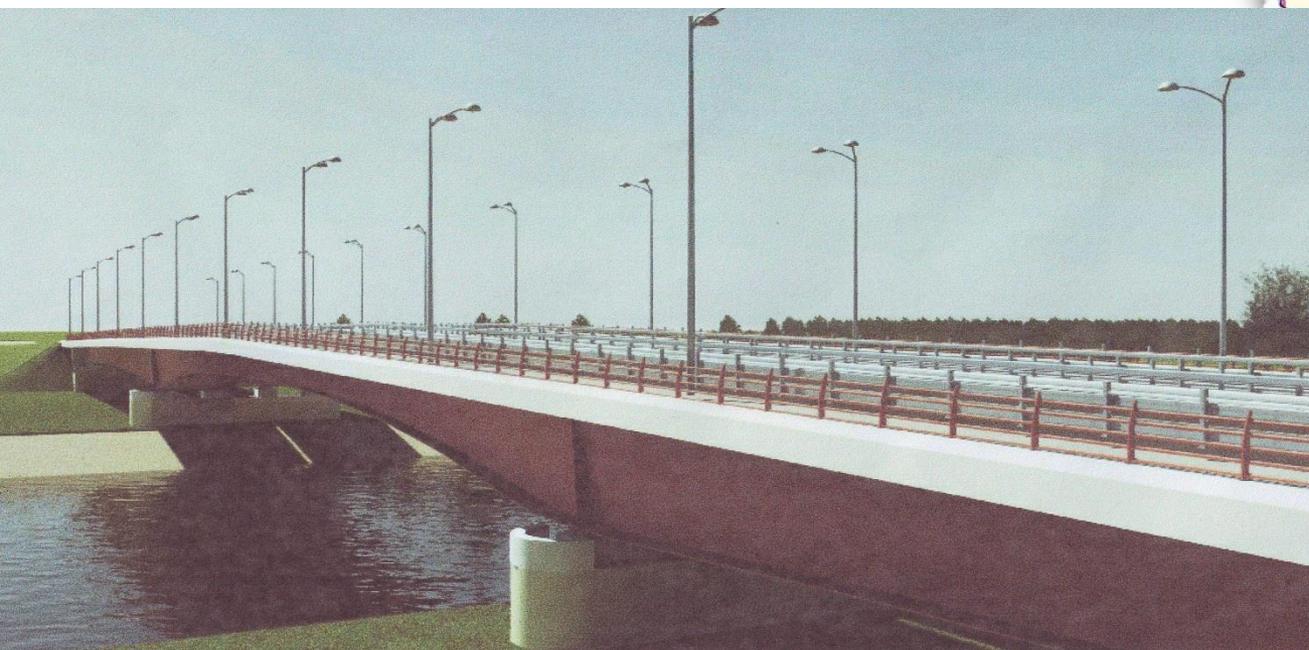




Road Infrastructure

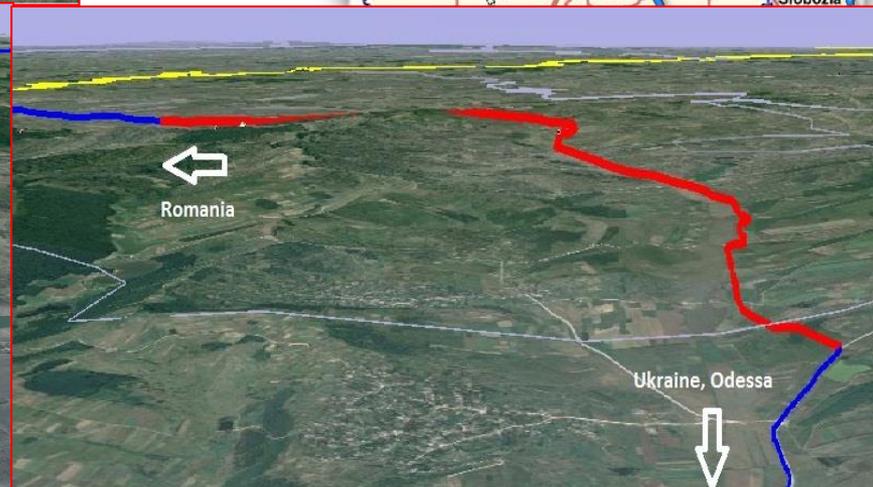
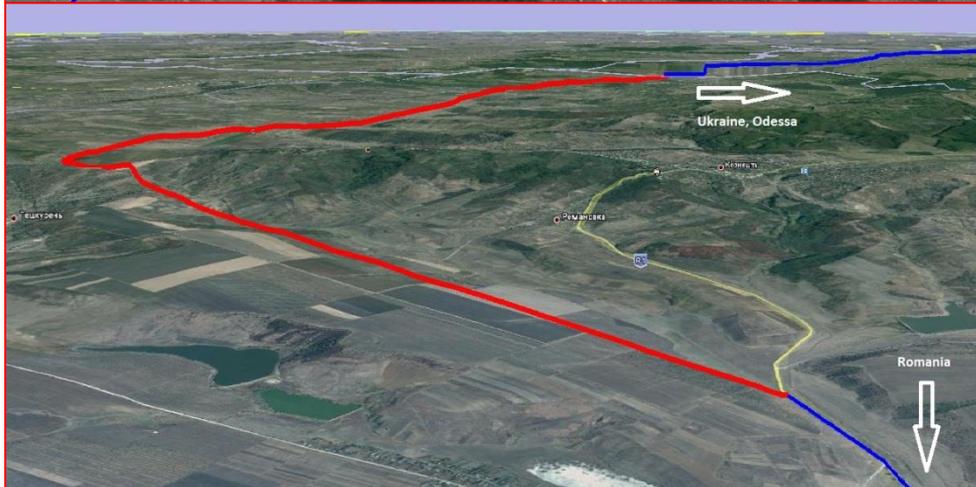
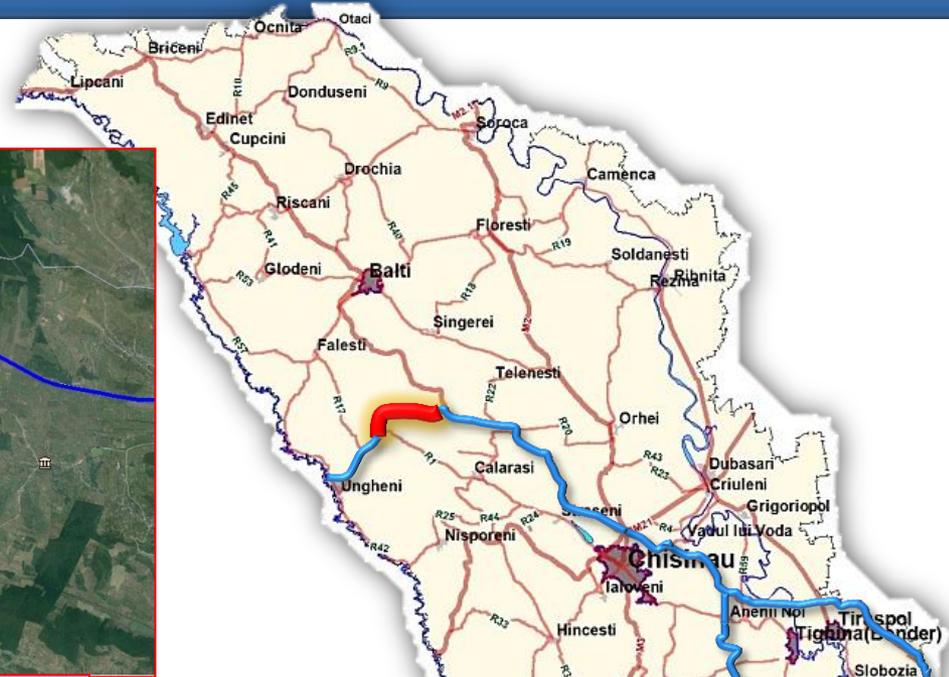
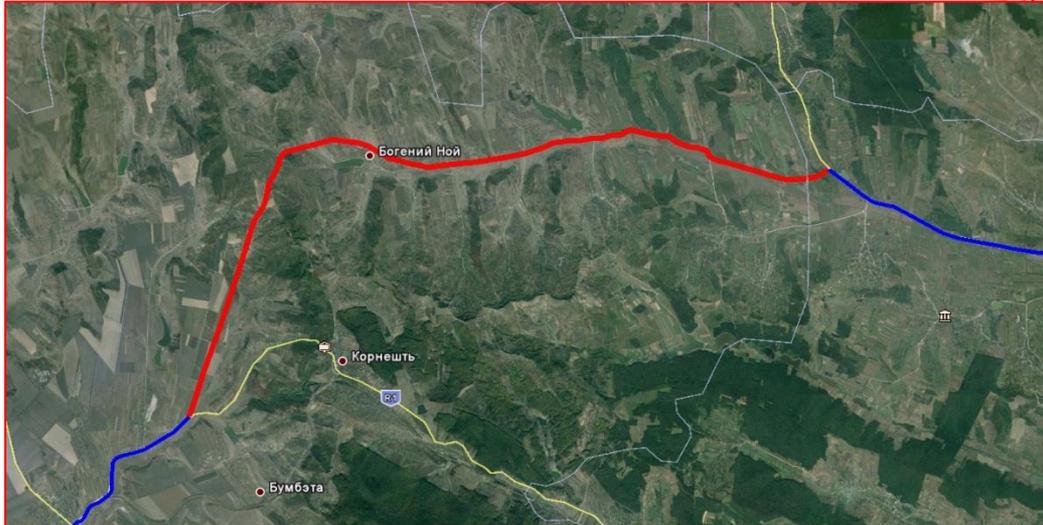
Bridge over Prut river near Ungheni, (new construction)
part of the Tirgu-Mures – Iasi – Ungheni highway project.

Feasibility Study was elaborated with CNADNR (Romania).





New construction, R1 to M14 sector, Length- 27 km,
Estimated cost - 81 mil Euro





Road safety



National strategy of road safety

Main Actions for the organization of road safety:

- creation of a National Agency for Road Safety;
- creation of a fund of road safety;
- creation of joint center for accounting and monitoring within the National Agency for Road Safety;
- creation of regional councils for road safety and councils for traffic accidents
- creation of a database of traffic accidents
- implementation of the Unified National System of urgent calls with a single European number 112 (System 112);
- implementation of road safety audit at national level;
- Professional training of staff on specialty;
- Improving the quality of emergency and trauma care ("golden hour").
- Improving the system of exams for candidates to obtain driving license;



Road Infrastructure

National strategy of road safety

The main objective of the Strategy:

The gradual reduction in the percentage of deaths and serious injuries, through the combination of passive and active measures of road safety and the improvement of road infrastructure, road user behavior by training, raising awareness, licensing, compliance with traffic regulations.

Target group	2015. Objective / medium term reduction, %	2020. Objective / long term reduction, %
Died	30	50
Serious injured	43	50
Died children and youth	35	50
Serious injured children and youth	40	50

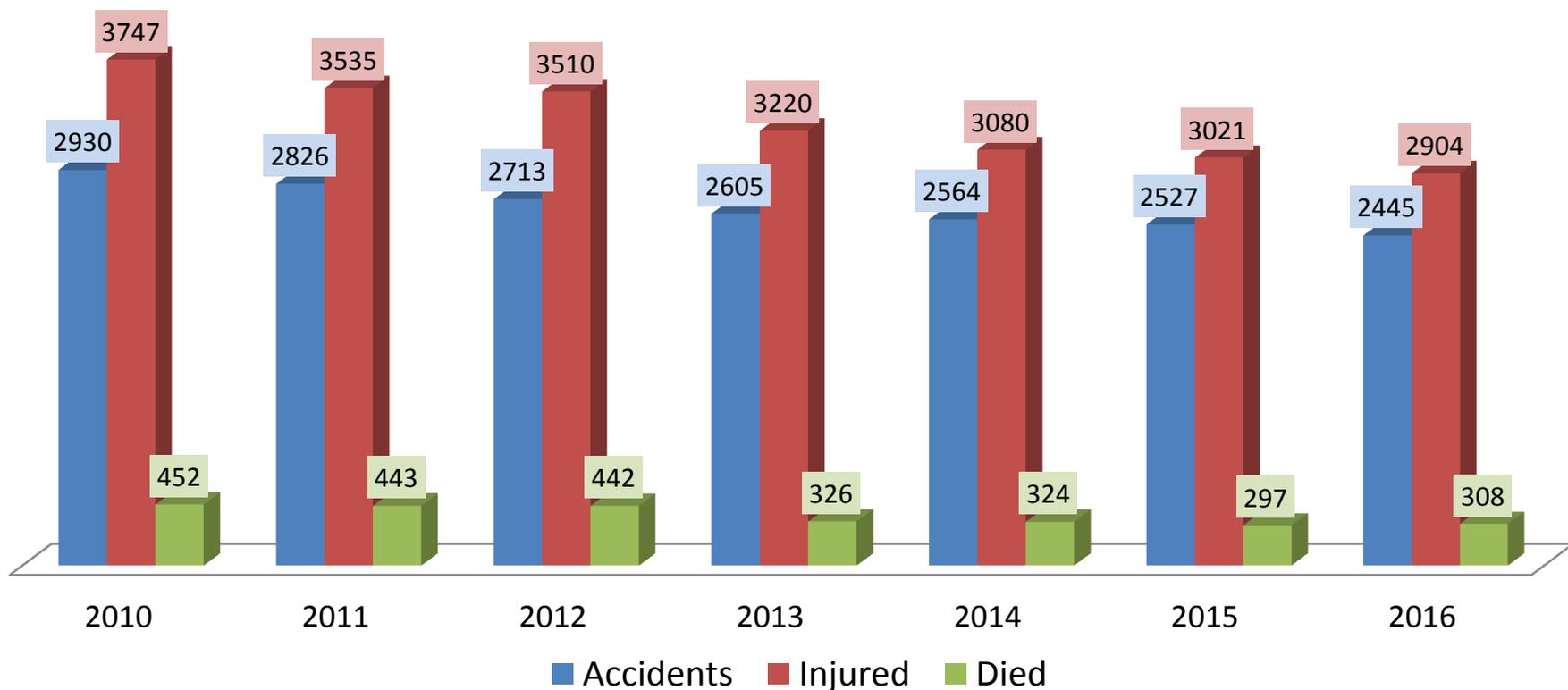
For the lightly injured, goal is to reduce by 10% until 2020



Road Infrastructure

Road safety statistics

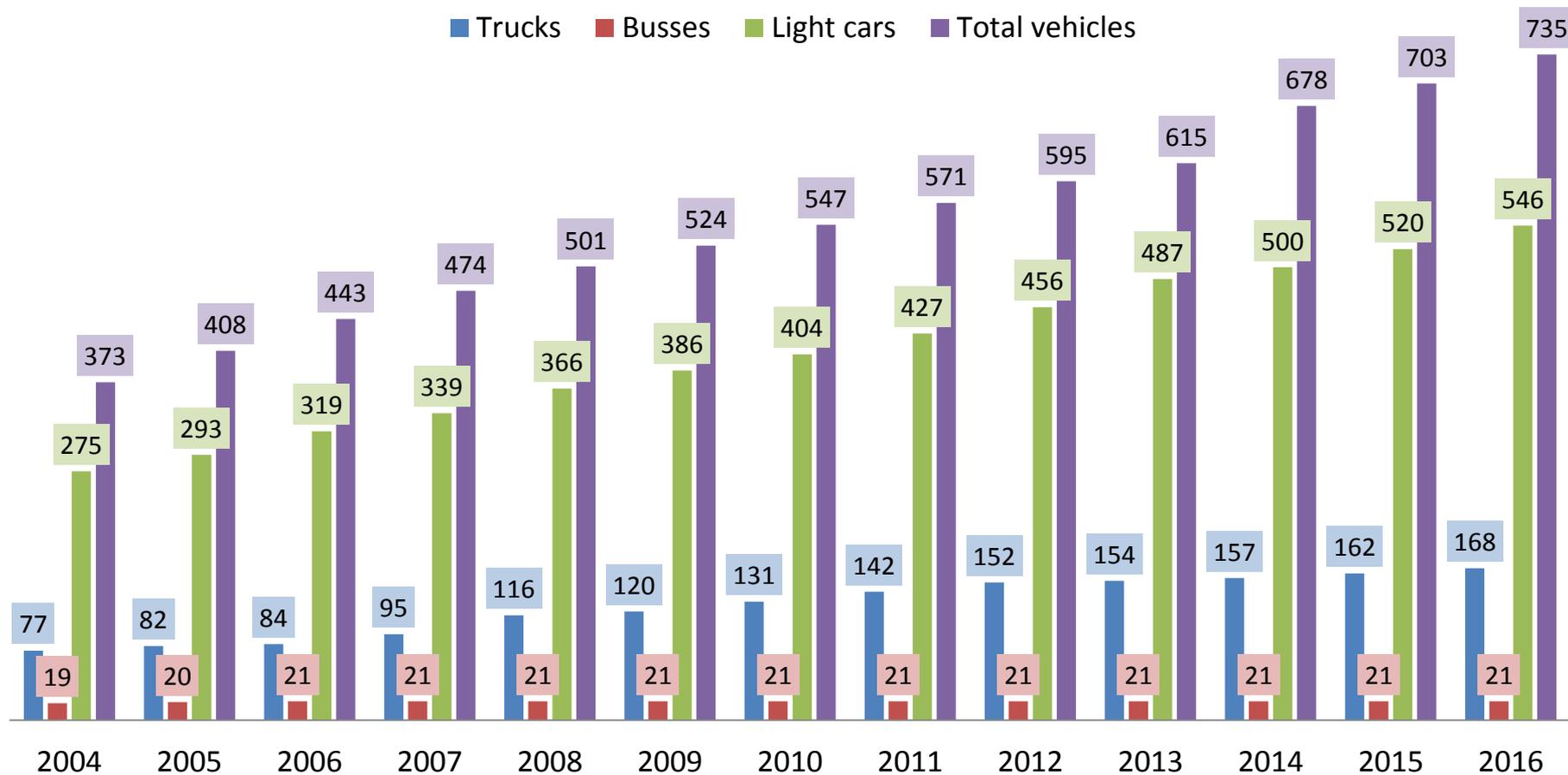
During 2016 there were 2,445 road accidents with 308 fatalities and 2,904 injured.





Road Infrastructure

Statistical data of vehicles fleet in the Republic of Moldova, thousands





**Government of the Republic of Moldova
Ministry of Economy and Infrastructure**

THANK YOU FOR ATTENTION!