Republic of Moldova

Ministry of Infrastructure and Regional Development

Ministry of Finance

State Road Administration

Custom Service of the Republic of Moldova

Preliminary Environmental and Social Impact Assessment (ESIA)

For
Component B: Facilitating trade and expanding Solidarity Lanes
(Border Crossing Points)

Moldova Rural Connectivity Project (P180153)

FINAL VERSION

November 2024

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ACRONYMS AND ABBREVIATIONS

BCP	-	Border cross point
CERC	-	Contingent Emergency Response Component.
ECA	-	Europe and Central Asia
ESF	-	Environmental and Social Framework
ESHS	-	Environmental, Social, Health and Safety
ESMP	-	Environmental and Social Management Plan
ESIA	-	Environmental and Social Impact Assessment
ESS	-	Environmental and Social Standard
EU	-	European Union
FS	-	Feasibility Study
GBV	-	Gender Based Violence
GN	-	Guidance Note to ESS2
GRM	-	Grievance Redress Mechanism
IBRD	-	International Bank for Reconstruction and Development
LMP	-	Labor Management Procedure
MCS	-	Moldovan Custom Service
M&E	-	Monitoring & Evaluation
NGO	-	Non Governmental organization
NMT	-	Non-Motorized Transport
OHS	-	Occupational Health and Safety
OIP	-	Other interested party
PAP	-	Project affected Person
PDO	-	Project Development Objective
PIU	-	Project Implementation Unit
PPE	-	Personal protective equipment
RAP	-	Resettlement Action Plan
RPF	-	Resettlement Policy Framework
SEP	-	Stakeholder Engagement Plan
SRA	-	State Road Administration
WB	-	World Bank

EXECUTIVE SUMMARY

Moldova Rural Connectivity Project (The Project) is a common effort of the Government of Moldova through the SRA and MCS in order to facilitate the road and custom infrastructures development and connectivity in region with the financial support of the World Bank and EU grant facility – Connecting Europe Facility (CEF). This document is covering only the Component B of the Project.

The Project Development Objective is to improve road connectivity of selected local communities to the national road network; facilitate road transit through selected border crossings with the EU, and provide effective response in case of an eligible emergency.

The project is designed as an Investment Project Financing (IPF) for the WB financing and, as such, needs to comply with the WB's Environmental and Social Standards (ESS).

The preliminary ESIA was focused on main environmental and social aspects such as: physical environment (geology, geomorphology, soil, water, air, noise and vibration etc.), climate change, landscape and visual environment, biological environment including protected areas, and socio-economic environment including land related impacts. Impacts on workers and communities are also assessed with particular attention to vulnerable groups and individuals.

The scope of the Preliminary ESIA includes two road sections in Ungheni & Leuseni and three Border Crossing Points (BCPs) in Leuseni, Ungheni (Zagarancea) and Giurgiulesti.

It is understood that the Project may be subject to local environmental impact assessment (EIA) with associated public consultation and public disclosure in accordance with local/national legal and permitting requirements. The received Environmental Permit no. 10/1033/2024 on July 26, 2024 for Leuseni BCP and connection road do not require the full EIA and allow the beneficiary to design and construct the proposed infrastructure. Also, for activities for extension of Giurgiulesti Platform was received the Environmental permit. Notwithstanding these national requirements, the project will prepare site-specific environmental and social assessments and/or management plans in accordance with the Project's Environmental and Social Commitment Plan agreed with the World Bank. The scope and format of such site-specific studies is yet to be agreed.

The ESIA is to be carried out in accordance with:

1. Applicable local, national and regional requirements, including those related with environmental and social impact assessments;
2. The WB ESF including ESS 1 requirements for an environmental and social assessment, and relevant European Union (EU) requirements (including, but not limited to, the EU EIA Directive); and,
3. Relevant international conventions and protocols relating to environmental and social issues, as transposed into national legislation.

The objective of the Assessment is to identify and assess the potentially significant existing and future adverse environmental and social impacts associated with the Client's current operations and the proposed Project, assess compliance with applicable laws and the WB ESS, determine the measures needed to prevent or minimize and mitigate the adverse impacts, and identify potential environmental and social opportunities, including those that would improve the environmental and social sustainability of the Project and/or the associated current operations.

Description of locations. Potential Environmental and Social Risks and Impacts

- **Ungheni BCP**: Located near Zagarancea village. Land use is a mix of private and public lands with minimal active agriculture. Traffic increase and dust during construction are primary concerns.

Ungheni BCP: The impact of the project is local in order of area that is situated. All the activities will be on the state or private land or linked with Zagarancea mayoralty. The estimation of impacted land will be maximum 10 ha = 0,1 km2 and maximum area of influence including noise and dust maximum 1 km2. Agricultural lands and business may be affected. Indirectly, the Zagarancea village but also other proximity localities will be affected due to increasing of traffic and construction activities during development. Also, as a cumulative impact will be the construction of bridge over the Prut River and BCP on Romanian side.

- **Leușeni BCP:** Situated in Hâncești district, with significant environmental concerns stemming from an outdated wastewater treatment plant discharging untreated water into the Prut River. Traffic congestion affects local communities.

Leuseni BCP: The impact of the project is local in the area that is situated. All the activities will be on the state land or linked with Leuseni mayoralty. The estimation of impacted land will be maximum 10 ha = 0,1 km2 and maximum area of influence including noise and dust maximum 1 km2. Agricultural lands and business may be affected. The Leuseni village may be affected also because of increasing of international traffic. The cumulative impact can be even higher if in the same period will be upgrading of M1 road from 2 to 4 lanes.

- **Giurgiulești BCP and platform:** Located at a strategic trade junction, adjacent to agricultural lands and in proximity of Giurgiulesti village. Expansion is expected to mitigate current challenges, such as truck congestion and pollution within Giurgiulești village.

Giurgiulesti platform and BCP: The impact of the project is local in the area that is situated. All the activities will be on the exiting lands of MCS. No additional land acquisition is expected. The estimation of impacted land will be maximum 5 ha = 0,05 km2 and maximum area of influence including noise and dust maximum 1 km2 – most affected Giurgiulesti village. Agricultural lands and business will not be affected. The cumulative impact may be from construction of M3 road, upgrading of M3.1 road and bypass of Giurgiulesti village. Also, construction activities of extension of Giurgiulesti port in the next years may have a cumulative impact on environment and locality.

Key risks and impacts include:

- **Air Quality and Noise**: Dust and emissions from construction and increased traffic.
- **Water Resources**: Risks from untreated wastewater at Leușeni, and potential contamination during construction at all sites.
- **Land Use and Livelihoods**: Limited impacts on agricultural lands (procurement of lands just in Ungheni area), with no physical displacement of communities.
- **Cumulative Impacts**: Increased cross-border traffic and infrastructure expansion may amplify environmental pressures if not managed.

Mitigation measures include improved infrastructure, works best practices, air pollution controls, and state-of-the-art wastewater treatment systems.

The majority of these impact will be low, locally, most of them permanently (land, traffic, air pollution, noise,) with low intensity.

Construction/reconstruction of BCPs and access roads will be creating opportunities for local business and population in order of creating jobs and business opportunities.

International cross border impact is not expected during the Project implementation as impact was assessed as local with low intensity. The impact of bridge construction can have a cross-border impact and cumulative assessed by Romania and obtained Environmental Permit. Moldova was informed about this impact and mitigation measures for diminish this. An increasing impact on air quality due to traffic, may occur after construction of A8 Romania Highway (a part of Autostrada Unirii: Târgu-Neamț–Iasi–Ungheni highway) that is expected to be finalized in the most optimistic scenario, in 2028.

Associated Facilities

- **Ungheni Bridge**: To be financed by Romania and the EU, this bridge will connect the Moldovan and Romanian road networks, streamlining transit and reducing congestion.
- **Modernization of the Albita-Leuseni Border Crossing Points**. Works on the Romanian side will be funded separately by the CEF through Romania's budget, and will include extending platforms and installation of customs control and weighing equipment.

These facilities are considered associated facilities to the project. However, the project has no legal or financial recourse or control over the Government of Romania's components. These activities will require close coordination with other regional projects to minimize environmental and social and cumulative impacts.

Legal and Regulatory Framework

The project complies with:

- **National legislation**: Including laws on environmental protection, water quality, and air emissions.
- **World Bank Environmental and Social Standards (ESS)**: Out of ten ESS, only seven apply to the Moldova Rural Connectivity Project and establish the conditions that the Borrower and the project will meet throughout the project life cycle: ESS 1-6,10.
- **European Union standards**: Such as the EU Environmental Impact Assessment (EIA) Directive.

A **gap analysis** highlighted differences between Moldovan laws and WB/European requirements, which will be addressed through site-specific mitigation plans.

INTRODUCTION AND BACKGROUND

Moldova's road network is strategically vital and is a critical component of the Solidarity Lanes intended to support Ukraine during and after the conflict. The national road network in Moldova is 2,598 km in length. The secondary and local road network is over 7,000 km. About 80% of the transport of goods from the Republic of Moldova are transported by road. Relative to its territorial size, Moldova has a comparatively dense network of transport infrastructure. However, the Soviet-era stock of assets has suffered from underinvestment in renewal, modernization, and maintenance since transition. In 2020, 46.8% of Moldova's road network was assessed to be in poor condition. Investment gaps are clear when comparing Moldova to international peers. According to the 2019 Global Competitiveness Report, the quality of Moldova's road infrastructure is the worst in the entire ECA region and one of worst in the world and was ranked 126 out of 140 countries considered. Russia's invasion of Ukraine has significantly impacted Moldova's transport sector, due to the high number of refugees fleeing the country, the re-routing of freight transport as a result of the closure/destruction of specific routes on the territory of Ukraine and disruptions to Black Sea ports. Additionally, the Danube Solidarity Lane is currently used as an option for facilitating the export of Ukrainian grain aside from fully restoring Black Sea access, thus Moldova's transport network is likely to remain strategic. Romanian and Republic of Moldova borders continue to experience significant pressure. For example, land routes to transport grain out of Ukraine operate through border crossing points in the two countries, resulting in lorry queues of up to 20 kilometers. Despite severe capacity constraints, Moldova's road Border Crossing Points have managed to increase throughput capacity during 2022 but will require additional investment to continue expanding support to Solidarity Lanes.

The European Commission has selected 134 transport infrastructure projects to receive EU grants worth over €7 billion through the Connecting Europe Facility (CEF). The Republic of Moldova is among the countries that will receive funding.

Moldova is highly vulnerable to climate shocks

Since 2000, Moldova has witnessed, on average, one major climate-related event every three years. The total cost of inaction on climate adaptation is estimated at US$600 million, equivalent to 6.5 percent of GDP, and this is expected to more than double to US$1.3 billion by 2050. Flooding costs the economy an estimated US$62 million annually and droughts have large impacts, as agriculture is largely rainfed. Given such vulnerability, Moldova needs to build resilience by taking advantage of the EU accession process and the European Green Deal initiative and diversify energy sources and embrace adaptation.

1. PROJECT DESCRIPTION

1.1. Project Development Objective

The Project Development Objective (PDO) is: (i) to improve climate-resilient road connectivity in selected rural communities; (ii) to enhance road transit through selected border crossings with Romania; and (iii) in case of an Eligible Crisis or Emergency, to respond promptly and effectively to it.

The Project consists of four components as described below and is a common effort of SRA and MCS in order to facilitate the infrastructures development and connectivity in the region and with the neighboring country Romania. This ESIA is covering just Component B of the Project.

The proposed Project's design consists of four components: (i) Component A will finance physical works needed to link local communities with public services and economic opportunities, building on the previous support to the Government's upgrade of a prioritized network of local and regional roads; (ii) Component B will facilitate trade and expand Solidarity Lanes, by increasing capacities and modernizing the Ungheni, Leuseni and Giurgiulesti border crossing points (BCPs) and the access roads connecting them; (iii) Component C will finance interventions aimed at enhancing delivery capacity and supporting essential project management functions; and (iv) Component D will provide a standby Contingent Emergency Response capability should the need arise.

Specific details for each component are provided below.

1.1. Component A: Linking local communities with economic opportunities

A.1: Upgrading local road links: This subcomponent will finance the rehabilitation and upgrading of approximately 100 km of three priority local roads, to improve connectivity to markets, schools, health and other social and economic centers, and enhance climate resilience. An important part of the subcomponent is road safety works in the proximity of schools and on road sections within communities. All roads financed by the project will be maintained under maintenance contracts to ensure that investments made are sustained over time.

A.2: Community inclusion & accessibility: This subcomponent will finance: (i) interventions complementary to the road works in (A.1) including those requested by communities along the roads; and (ii) Non-Motorized Transport (NMT) infrastructure along and adjacent to Project Roads[1].

A.3: Safer roads for Moldova: This subcomponent will provide funding for two main purposes: (i) Remediation of road safety "black spots" at up to 6 priority locations. The aim is to pilot remediation of known risks of road safety "blackspots" as per best international practices tailored to the specific conditions. (ii) Road safety educational and informational campaigns. These campaigns will aim to raise awareness and educate the public about road safety measures and practices. The campaigns will be designed to target specific audiences and address key road safety issues relevant to the Moldovan context.

[1] The approach to consider community requested works will be linked to the Project's citizen engagement activities and Stakeholder Engagement Plan. Examples of community requested works could include: Additional sidewalks and others as will be indicated in the Project Operation Manual

1.2. Component B: Facilitating trade and expanding Solidarity Lanes

The aim of this subcomponent is to enhance capacity and improve the functionality of the Border Crossing Points (BCPs) between Republic of Moldova and Romania. The works include a range of interventions at both the infrastructure level of the BCPs, coupled with equipment acquisition needed to enhance their functionality. These interventions are designed to increase the capacity, interoperability, and efficiency of the border crossing services in accordance with the existing regulations. Investments made under this Component will be matched by an EU grant facility - Connecting Europe Facility (CEF).

Investments on the Moldova side of the border will be complemented by simultaneous modernization investments on the Romania side. These investments on the Romania side will be implemented by the Romanian Government and co-financed by the CEF. Preparation/implementation on the Romanian side has advanced. A High-level working group and technical group between Moldova and Romanian Government have been set-up to coordinate the respective investments. The High-level working group consists of senior officials from both countries who are responsible for overseeing and guiding the overall progress of the modernization project. The technical group, on the other hand, comprises experts and specialists who work together to address technical aspects and ensure the smooth implementation of the investments.

B.1: Road access and modernization of Leuseni/Albita BCP: This subcomponent will finance the upgrade of the BCP at Leuseni and expansion of the access road to the BCP.

B.1.1 Modernization and upgrade of BCP at Leuseni: The BCP upgrade will be carried out in two stages to ensure adequate capacity, optimized traffic flow and custom processing are maintained: Stage 1 - full refurbishment of the existing freight entry facility and the passenger car exit facility that require urgent improvement; Stage 2 – construction of a new freight exit facility. The procurement of fixed and mobile customs equipment is included in this sub-component. The subcomponent also finances related consultancy services for feasibility studies, supervision and monitoring services.

B.1.2 Access Road to Leuseni BCP: The works involve upgrading the 1 km access road to the Leuseni BCP. The current 2-lane road will be expanded to 4 lanes, aligning it with the standards of a similar access road on the Romanian side. This upgrade is also in line with Romania's plan to replace the existing bridge over the Prut River at the Moldova/Romania border with a 4-lane standard bridge. The access road connects the BCP to the national road M1 (Leușeni – Chisinau – Dubasari - MD/UA boarder). The subcomponent also finances related consultancy services for feasibility studies, supervision and monitoring services.

B.2. Solidarity Lane customs facilitation & BCP upgrades (Giurgiulesti): This subcomponent will encompass the following activities: (i) traffic organization and implementation of an electronic queuing system at the Moldovan side of Giurgiulesti BCP. This will help streamline and improve the efficiency of border crossing procedures, reducing waiting times and congestion. Traffic congestion often leads to idling vehicles, which consume fuel inefficiently and produce more emissions. By reducing congestion and allowing smoother traffic flow, vehicles can operate more efficiently, consuming less fuel and emitting fewer greenhouse gases. (ii) Expansion of the capacity of the existing parking/waiting facility in Giurgiulesti area, along with the provision of basic services such as toilets and water supply points for truckers. This will enhance the facilities available to truck drivers, ensuring their comfort and convenience during waiting periods. (iii) Procurement and installation of scanning equipment and software at the BCP facility. This will enable efficient and effective scanning of goods and vehicles

passing through the border, enhancing security measures and facilitating smoother border control processes. (iv)Supervision services are also included under this subcomponent, to ensure proper oversight and monitoring of the implementation of the activities.

B.3. Construction and Road access to BCPs (Ungheni): A new road BCP will be developed at Ungheni with modern customs processing, weighing facilities and truck terminal. The BCP will be connected through a 0.5 km access to the national road network, for which feasibility study is already available[2]. The subcomponent also finances related consultancy services for feasibility studies, supervision and monitoring services**.**

1.3. Component C: Building sustainability, delivery capacity and project management support

C.1. Project audit and supervision: This subcomponent will finance: (i) annual project audits; and (ii) Monitoring consultants for the OPBRC contracts as well as Supervision Engineers for overseeing all civil works under Component A.1.

C.2: Output and Performance Based Roads Contracting (OPBRC) system; and Road Asset Management System (RAMS): This subcomponent will finance consultancy services to support the development and implementation of OPBRC on a selected road under Component A.1. Specific activities to be financed include: (i) An assessment of political, legal, regulatory, and institutional constraints to adopting OPBRC in the road sector. This assessment will help identify any barriers or challenges that need to be addressed. Based on the assessment, a strategy and implementation plan will be developed to guide the adoption of OPBRC. (ii) Providing technical assistance to develop appropriate legal instruments, such as a draft bill and regulations, that are necessary for the implementation of OPBRC. It will also involve preparing or adopting standard OPBRC bidding documents, training, and institutional capacity building activities to ensure that relevant stakeholders are equipped with the necessary knowledge and skills to implement OPBRC effectively. Hands-on support will also be provided to the Government of Moldova (GoM) during the launch of OPBRC pilot contracts, which may be financed under the Project or other sources. The subcomponent also supports the full operationalization of the Road Asset Management System (RAMS), which includes technical assistance: (i) to complete the missing functionalities/modules in both the federal and regional versions of the current RAMS, (ii) to rolling out the RAMS to all rayons, (iii) training and capacity building of SRA and rayons in the full operationalization of the RAMS. The RAMS will include climate resilience and road safety parameters and shall be interlinked with other state digital systems such as the one for meteorological data. This will enhance climate resilience through evidence-based understanding of vulnerabilities of the road network which leads to risk-based climate-informed road maintenance planning and prioritization.

C.3. Design and implement a female internship program. This Sub-component will help promote women's employment in the transport sector, where they are underrepresented. The project will design and implement a female internship program will finance activities related to (i) setting up a collaboration (Memorandum of Understanding) between the line ministry and the Technical University of Moldova, (ii) designing the internship program (orientation, interns' tasks, expected outcomes, and end of the program evaluation), and (iii) providing onboarding training to 25 female interns with opportunity of full-time employment upon graduation.

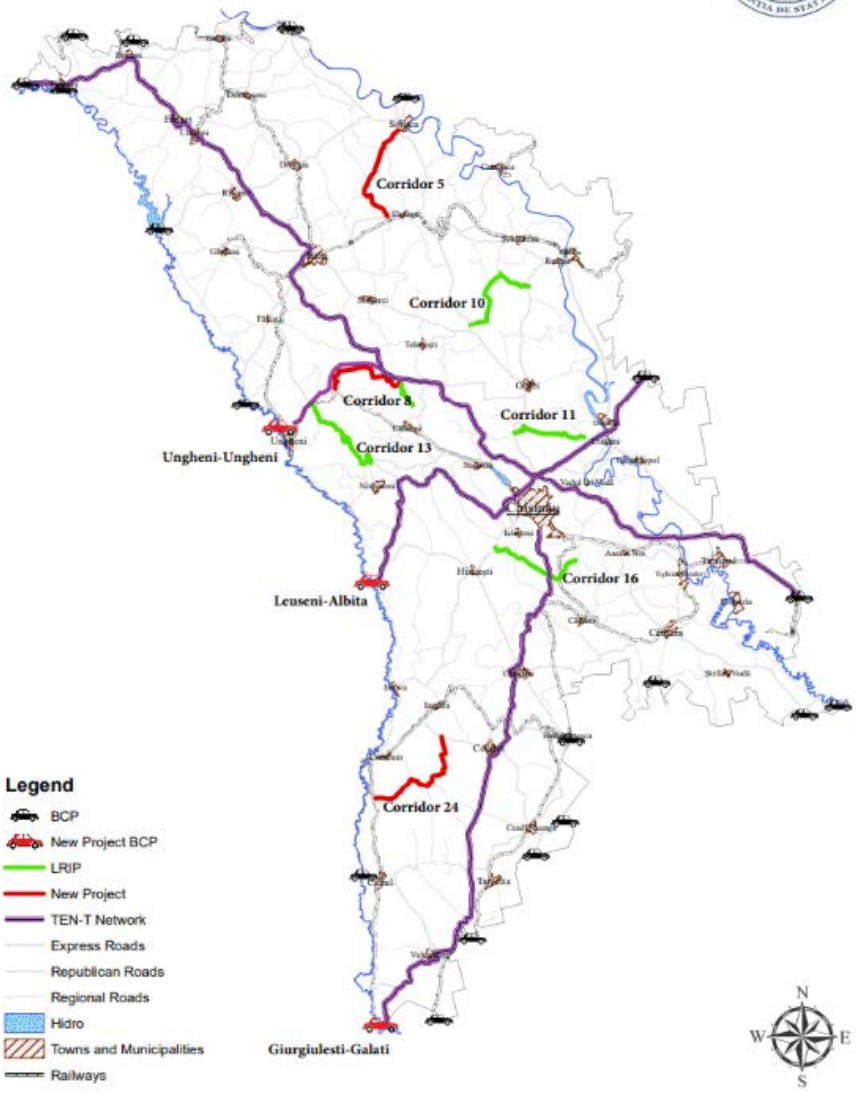
[2] Simultaneously, Romania will construct a bridge across the Prut River with a new BCP and 0.5 km access road of the same standard as the Moldovan side access road to the BCP.

C.4. Incremental operating costs, project management, staff development: This subcomponent will include: (i) consultancy support to each PIU and (ii) incremental operating costs for each PIU; and (iii) consultancy support for enabling SRA's transition to a corporatized entity that operates under commercial principles (iv) the cost of female student's internship program in the transport sector.

1.4. Component D: Contingent emergency response.

Given the inherent uncertainty created by the Russia's invasion of Ukraine, this zero-dollar component is designed to provide swift response in the event of an emerging crisis or emergency. The Government of Moldova would be able to request the World Bank to reallocate Project funds to address an eligible crisis or emergency needs that may materialize. The activities financed by the CERC will be demand- and event-driven and will be detailed in a GoM Action Plan of Activities, which together with an official declaration of a specific emergency by the GOM represent the two obligatory conditions for triggering the component. The definition of an eligible emergency and a positive list of activities will be included in the project's legal documents, and the mechanics of the decision-making process and implementation of the will be reflected in the CERC Operational Manual, part of the overall POM.

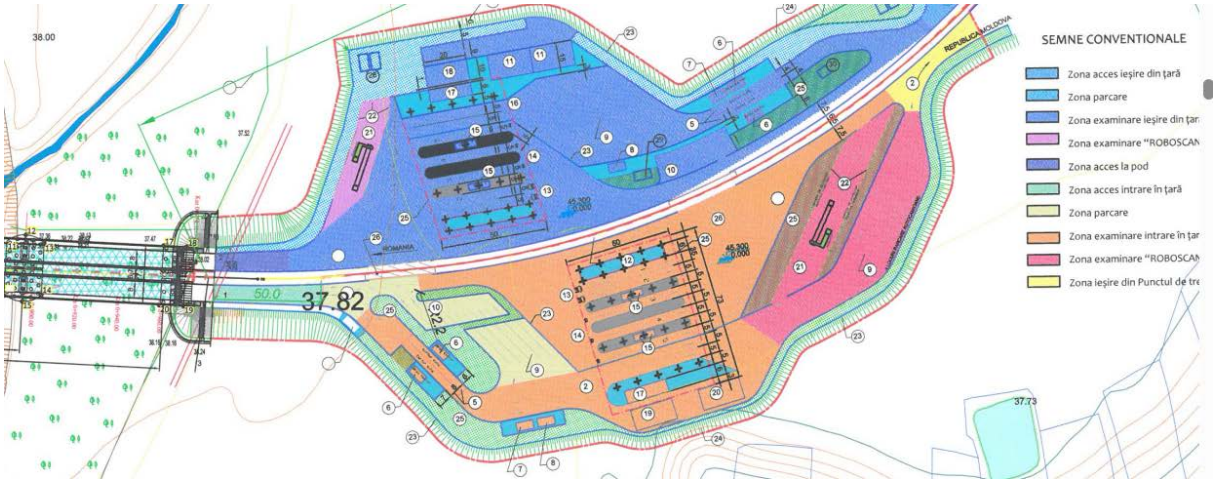
Map no.1. MRCP locations map.



Beneficiaries: Component B of the project ("Solidarity Lanes") is expected to directly benefit between 350,000 and 400,000 heavy goods shipments per year. Benefits will primarily accrue to shippers in Moldova, Ukraine, and Romania whose goods are transiting into, out of, or through Moldova's road BCPs. Component A of the project ("linking local communities") is expected to benefit approximately 41,938 people, 133 businesses, 27 health facilities, and 84 schools located along rural road corridors selected for rehabilitation and upgrading.

1.2. New Ungheni BCP

Figure 3-1: Functional zoning scheme of the examined territory



Marca pe plan	Denumire
1	Intrare în Punctul de trecere frontieră
2	Ieșire din Punctul de trecere frontieră
3	Punct de pază Poliția de frontieră
4	Birou taxa pod
5	Cântar auto
6	Birou cântar
7	Birou comisionar vamal
8	WC
9	Parcare autocamioane
10	Parcare autoturisme
11	Clădire administrativă
12	Spațiu destinat verificării amănunțite a călătorilor cu autocare
13	Piste pentru autocare
14	Piste pentru autoturisme
15	Ghișeu control Poliția de frontieră și Vama
16	Piste pentru autocamioane
17	Clădire control vamal și perfectare acte la transportare mărfuri
18	Clădire destinată verificării amănunțite a autocamioanelor (ieșire)
19	Clădire destinată verificării amănunțite a autocamioanelor (intrare)
20	Depozit mărfuri reținute
21	Teren pentru circulație "ROBOSCAN"
22	Perete de protecție impotriva radiației
23	Gard
24	Taluz
25	Copertină
26	Spațiu închis destinat verificării amănunțite a autoturismelor
27	Statie autonoma de epurare a scurgerilor menajere
28	Statie autonoma de epurare a scurgerilor pluviale
29	Rezervoare de gaze lichefiate
30	Punct de transformare a curentului electric

Financed infrastructure and equipment by Project

The estimated cost of the project is 9 million euros.[3]

The WB is supported in the new Ungheni BCP, procurement and installation of equipment and especially the X-ray scanning systems for non-destructive customs control of cargo and Video Control system automated vehicle plate readers. This is a co-finance to an EU project with 50%.

The Ungheni-Ungheni customs post is to be designed to correspond to the prospective road traffic. Its approximate length is to be about 500 m and the width should correspond to at least seven lanes for each direction of traffic. It will have a parking area and scales for freight vehicles, car parks, administrative building. It is impossible to know at the moment how many PAPs will be as no Detailed Design done, but an estimation of 17 PAPs is for access road. In the Feasibility Study, the probability of up to 25 PAPs (35 land plots) may be possible depending of the size of land necessary and additional facilities needed. Partially, public lands will be also affected.

[3] According to CS provided information

There will not be any physical displacement as is mostly agricultural lands and pasture. Also, livelihoods impacts are minimal as half of the lands are not used actively in agriculture.

Access to / from the country will be made on seven lanes for each direction of traffic (two lanes for bus/coach/minibus with a width of 5 m each, three lanes for cars with a width of 3.50 m each and two lanes for trucks with a width of 5 m each).

The direction of exit from Moldova

Approaching the border crossing checkpoint from the Moldovan side, parking lots are to be designed as follows:

- Parking for administrative buildings (32.50 m x 15.50 m) – 23 spaces for cars (size 2.50 x 5.00m)
- Car and truck parking:
- 10 seats for large vehicles (size 4.00 m x 16.50m);
- 13 seats for cars (size 3.00 m x 5.50 m)

Before the border crossing checkpoint, a truck scale with dimensions (27.00 m x 4.50 m) will be installed. After passing through the checkpoint, there will be a closed space for detailed customs control of cars with 3 parking spaces (with dimensions of 3.00 m x 5.00 m) and a space for unloading goods and detailed customs control of trucks with 4 parking spaces (with dimensions of 4.00 m x 16.50 m, with the possibility of storage).

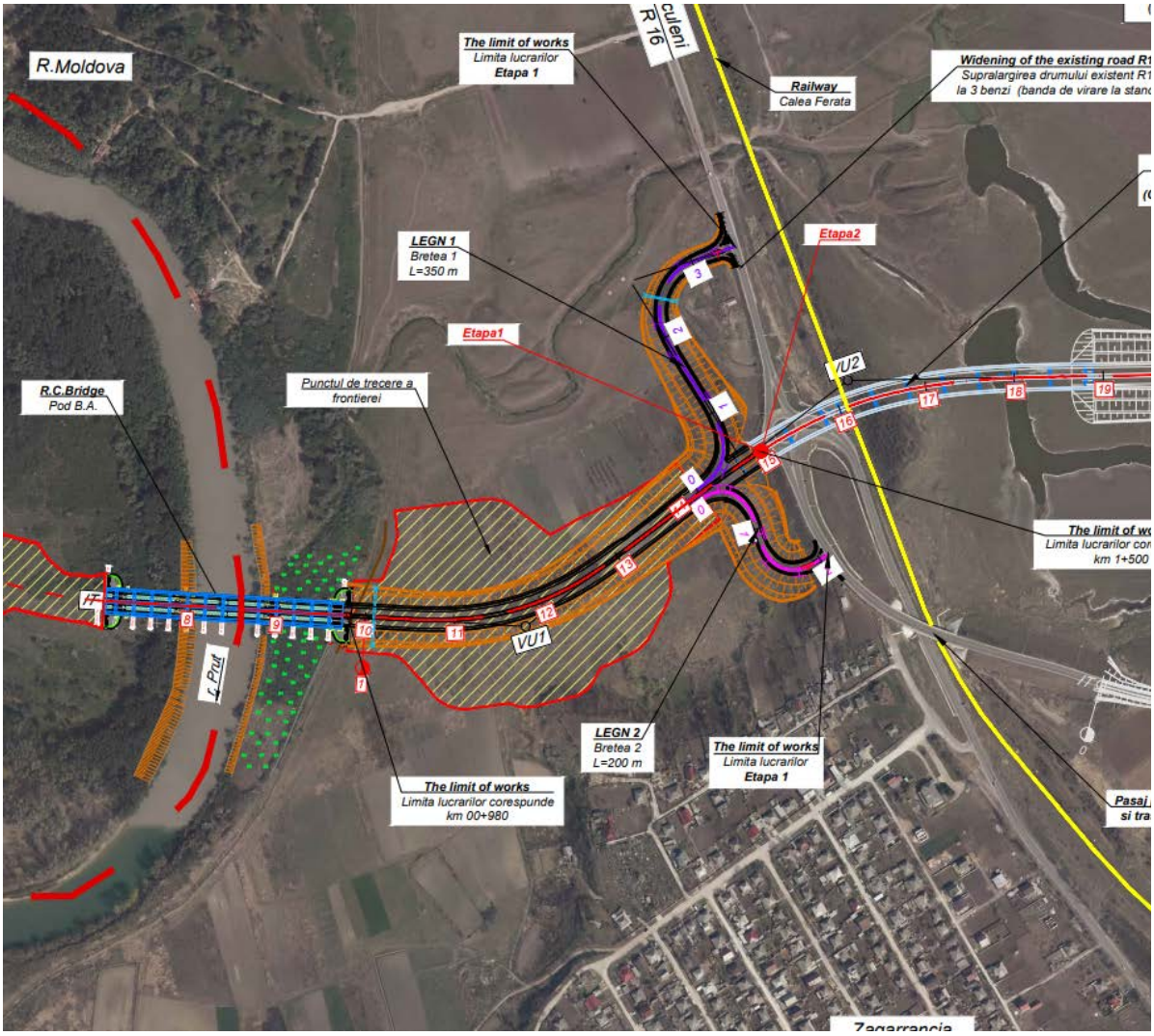
The directions of travel are separated by a concrete parapet and a mesh fence, and after passing the customs post, a turning space of 20.00 m in length is provided.
For pedestrian transit through the customs post, a pedestrian pavement with a width of 2.50 m is designed.

The direction of entrance in Moldova

Coming from the west, after crossing the Romanian border and, before the border crossing checkpoint, parking lots are to be designed as follows:

- truck parking – 10 places for large vehicles (size 4.00 m x 16.50 m)
- Parking for the administrative building (32.50 m x 15.50 m) – 20 spaces for cars (size 2.50 m x 5.00 m)

A truck scale with dimensions 27.00 m x 4.50 m will also be installed
After passing through the control point, a closed space is to be designed, intended for detailed customs control of cars with 3 parking spaces (with dimensions of 3.00 m x 5.00 m) and a space for unloading goods and detailed customs control of trucks with 4 parking spaces (with dimensions of 4.00 m x 16.50 m), with storage capability) and space for scanning trucks (X-ray scanner).
The directions of travel are separated by a concrete parapet type H2 and a mesh fence, and after crossing the border crossing point, a turning space of 20.00 m is provided.
For pedestrian transit through the border customs post, a pedestrian pavement with a width of 2.50 m is designed.



The design layout of BCP and access road

The studied land is located outside the residential area of Zagarancea commune. The distance from the project to the limit of the village of Zagarancea is 200m., at that of the village of Semeni being over 700m,.

Border crossing and customs control point Ungheni, estimates, needs

The functional equipment of the border post shall contain the following:
Construction:

- Administrative buildings 2 x 250 sqm, necessary for the activity of the Customs Service and Border Police;
- Space for detailed control of passengers - only those entering the Republic of Moldova;
- Space for detailed customs control of cars – 2 x 160 sqm;

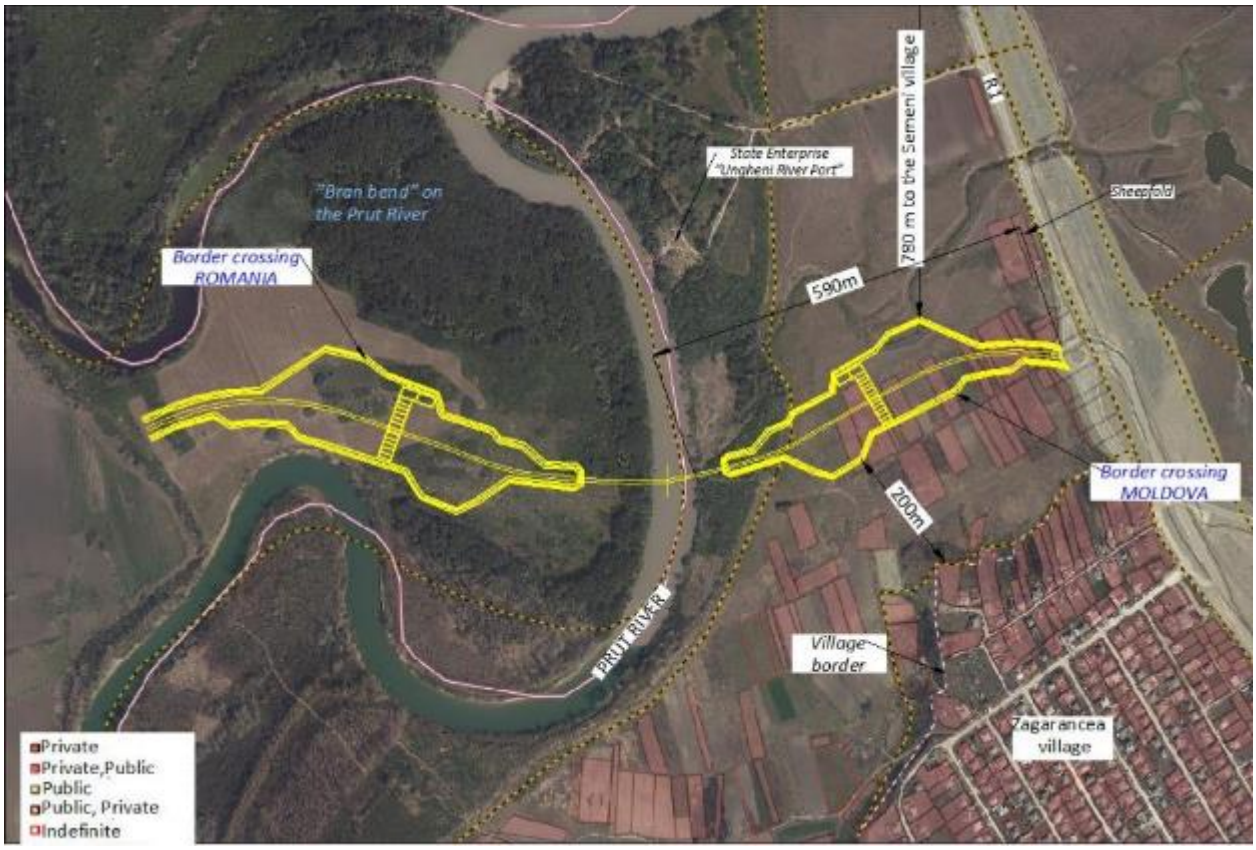
- Check-rooms, border crossing points;
- Administrative containers, intended for customs brokers, truck weighing office;
- Toilets.

Platform and equipment work:

- The pavement afferent to the control booths of the border crossing points;
- Canopies necessary for the control area of border crossing points, and truck scales;
- Radiation protection wall (in the scanner area);
- Truck scales – 2 pieces;
- Ramp and channel detailed customs control trucks – 2 pieces;
- Automatic barriers – 18 pieces;
- Automated road signal system;
- Electric generators – 1 piece;
- Intelligent transport system – 1 piece.

Schematically the BCP can be projected / estimated as follow:

Figure 4-1: Schematically the BCP can be projected/ Mirror BCP



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Picture of Zagarancea land plots (proposed access road and possible BCP)

The future BCP are situated in the vicinity of Zagarancea village (south) and Semeni (north), Prut river - Vest, R1 road – east. The entire infrastructure is in the r. Prut protection zone.

Municipal networks

Natural gas supply: The customs post is to be connected to the gas network based on the approval of the supplier "Ungheni Gaz" SRL. From the preliminary studies it is known that the distance from the connection point to the Zagarancea customs point is quite large, therefore, in the detailed design phase, the possibility of building liquefied gas tanks will be examined. Technical details about it will be known at the detailed design stage.

Heating networks: natural gas or the design of a mixed air-conditioning, ventilation and heating system based on electricity will be used. Technical details about it will be known at the design stage.

Water supply networks: at the design stage, the connection permit will be obtained from the "Apa-Canal Ungheni" SM (Regional Operator for Ungheni town and also for Zagarancea and Semeni villages neighboring the BPS area)[4] in order to connect the customs post with drinking water.

[4] https://acu.md/planuri-proiecte/

Sewerage networks for domestic wastewater: Sewerage networks will be projected on the territory of the customs post with the discharge of wastewater to its own treatment plant. The discharge of treated water will be into the Prut River.

Meteoric water: Rainwater will be collected and directed to a stormwater treatment plant. The discharge of treated water will be discharged into the Prut River.

Power supply networks: Power grids are in the vicinity of the project. The connection point will be issued by the supplier "Red-Nord" Ungheni office. The estimated required capacity is 0.4kW. In addition, an electric generator with a capacity of 200kW will be installed.

Waste management: The special containers will be installed. The household wastes will be collected regularly by Ungheni municipal operator and disposed to authorized landfill. The other wastes will be collected separately and evacuated by specialized companies.

1.3. Leuseni BCP

The works to expand and improve access to BCP Leuseni are very important because BCP Leuseni is currently the most transited point in Moldova.

The infrastructure works envisaged include the extension of BCP's territory to meet the needs of passage, especially increased truck traffic. The final needs and construction elements will be determined more precisely in a feasibility study. Until then, it will be considered the following necessary improvements identified on site but also from the discussion with SRA and MCS:

- Separation of truck flow in the direction of entry and exit by developing a new area on the right side of BCP (exit direction -Moldova)
- Installation of necessary equipment
- Reconstruction and expansion of sanitation infrastructure for workers and visitors (food, showers, toilets, washbasins)
- Wastewater treatment. WWTP rehabilitation/reconstruction.
- Construction of access roads on a length of 1 km from the bridge over the Prut River (approximately till the end of BCP infrastructure).

The Feasibility Study is under preparation for Leuseni BCP upgrading.

Several alternative options were considered. One involving extending the BCP to the northwest through land acquisitions, while another proposed demolishing several existing buildings. The preferred option currently under consideration involves minimal decommissioning of existing facilities and avoids the need for additional land outside the current BCP boundaries. Temporary and permanent economic displacement impacts on businesses and lands will be further assessed as part of the site-specific studies.
.

The proposed layout that will be studied in FS will be the solution that not requiring additional land and just using actual land plots as follows.


GENERAL PLAN SCENARIO 1
Scale 1:1000
CONVENTIONAL SYMBOLS
EXISTING CONSTRUCTIONS
DESIGNED CONSTRUCTIONS
DESIGNED CANOPY CONSTRUCTIONS
CADASTRAL LAND BOUNDARY
ROAD MARKINGS
GREEN AREAS

Preliminary proposed solution for Customs Point Leuseni. General overview. [5]

The Leuseni customs post (BCP road) is located in the western area of Hancesti district, being close to several important economic centers for Moldova: Hancesti - about 45 km, mun. Chisinau - about 95 km, mun. Iasi - about 75 km, at the same time it is located on the route connecting mun. Chisinau (MD) with mun. Bucharest (RO), for this reason, freight carriers select the crossing of the Leuseni customs post (PVFI, road) from economic aspects (the shortest distance to the point of unloading), from the aspect of convenience (roads located outside localities).

[5] https://drive.google.com/file/d/1rCLcS-yHidct0RD6eqnBCGYTlt36v9Ch/view?usp=drive_link

With the outbreak of the war situation in neighboring Ukraine, most economic transactions that went to countries located in Eastern Europe, transited Ukraine, are now forced to avoid this region, so most carriers request exit from Moldova through the western border (Leuseni). The goods arriving in Moldova from the port of Odessa, Ukraine, are currently directed through the port of Constanta, a large part of which enters through the customs post Leuseni.

Thus, the Leuseni customs post has managed to process up to 900 trucks in 24 hours in both directions, compared to approximately 400-450 transport units perfected in the similar period of last year, although it has only 4 lanes per direction for the completion of freight transport units.

Given the increased flow of trucks, there are often queues at the exit of up to 300 trucks that create traffic problems, dissatisfaction from the locals of Leuseni village, blockages on the route due to their parking on the verge, the access road having only one lane in each direction.

A major problem is the exit of trucks from the Leuseni customs, namely the existence of only one lane, intended for exit from the customs post, which intersects with the lane reserved for the exit of cars, minibuses and coaches, having the effect of periodically blocking the exit from the post, thus making it difficult to streamline traffic. For this reason, and taking into account the fact that the new bridge over the Prut River will have 2 lanes of traffic in each direction, it is necessary to reconfigure the Leuseni customs, namely the construction of a new sector for goods at the exit from the Republic of Moldova with at least 4 control tracks.

Financed infrastructure and equipment by Project

Therefore, it is proposed to modernize the Leuseni customs in 2 stages:

Stage 1 - capital repair of the goods entry sector and the exit of cars / passengers that require stringent improvement, as well as the provision of customs control equipment, according to *Table 4-1*., with a cost total estimate of about € 386,800.
Stage 2 - construction of a new exit sector, according to *Table 4-2*, with an estimated total cost of approx. 4,035,200 € .

Table 4-3: Stage 1 - capital repair of the goods entry sector and the exit of cars

No.	**Works/facilities**
1.	I access road
2.	Drainage and asphalting of the territory
3.	Approximate metal fence (1 km)
4.	Barriers
5.	Construction: Awning Counters Tracks

	Warehouse for control tracks with 4 ramps
6.	Street lighting and under the awning
7.	Equipping counters with furniture *Massaae* *Chair* *Spc* *Printers*
8.	Static/dynamic scale
9.	X-ray Scanner

The following investments will be financed preliminary from WB loan (Project) in 50% contribution as co-finance to EU grant

Table 4-74: Building the output sector

Category	Investment items
Modernisation of the Albița Leușeni Border Crossing Point-MD	▪ Elaboration of the feasibility study ▪ Elaboration of the technical design ▪ Works execution Supervision Services
Procurement and installation of equipment in–Leușeni BCP (MD)	Weighting equipment for heavy vehicles X-ray scanning systems for non-destructive customs control of cargo (fixed)

The BCP is surrounded by agricultural lands in the north, r. Prut and Border Police buildings in the west, M1 road and Petrol station at east and agricultural land and Prut River at south. This lands in vicinity are not required for extension of BCP. They may be impacted by works and operations as dust, noise, waste etc. if mitigation measures are not adequate applicated.

Water supply

The existing water supply consist of a modern intake from Prut River, pumping station, water treatment plant and water supply.

Wastewater Treatment Plant
The worse situation is related to sanitation. The old WWTP is not working.

The wastewater treatment plant is located in the southern part of BCP in close proximity to the r. Prut, in the riparian area. Distance in a straight line to the riverbed to the Prut River is approx. 70 m. The station does not work properly. Wastewater comes gravitationally to the station which currently represents:

- An administrative building with pumping station requiring capital repair
- 4 equalization / settling basins
- 3 biological storage and treatment basins

- Communication networks with each other
- Manholes
- Access routes
- Bordering with fence.

Wastewater treatment occurs naturally through accumulation in biological ponds and treatment by biota under the influence of sunlight and ambient temperature.

The discharge of untreated water occurs directly into the Prut River without effluent control and without disinfection as required by legislation.

The estimated daily discharge volume is approximately 200 m³ of wastewater, which it is considered to be the most significant environmental issue requiring urgent resolution at BCP Leuseni. This concern is heightened by the continuous increase in passenger and truck traffic and the planned expansion of the BCP. Additionally, the downstream section of the Prut River serves as a critical source of drinking water for approximately half a million people, supports irrigation, replenishment, and recreational activities, and is a cross-border river that ultimately flows into the Danube and the Black Sea.

Pumping station

Primary treatment basins, equalization tanks

Accumulation basins/ponds, acting as constructed wetlands.

Accumulation basins/ponds, acting as constructed wetlands. The green algae show that the eutrophication of water is very high

(loading with biological materials, especially phosphorus and nitrogen).

Accumulation basins/ponds, acting as constructed wetlands.

Manholes

The estimated budget for the rehabilitation, decommissioning, and/or construction of a new wastewater treatment plant is approximately 300,000–500,000 EUR. This estimate is based on similar projects implemented in other localities. A Feasibility Study and detailed design will identify the most effective approach, the necessary technical solutions, and the precise budget required for a modern treatment plant. Such a facility would prevent wastewater discharge into the natural environment, eliminate unpleasant odors, and address contamination risks, including those posed by harmful bacteria and viruses.

WWTP description options on E&S requirements that FS (DD) have to take into considerations and their impact

The wastewater treatment station project must address several environmental risks: eliminating odours in the area, and treatment in accordance with the standards, before discharge into the Prut River.

Eliminating Odors in the Area

1. Installing advanced ventilation and air filtration systems to eliminate unpleasant odours.
2. Using covers for the settling basins to prevent the spread of odours.
3. Applying biofilters that use microorganisms to break down organic compounds causing odours.

Treatment to the applicable Standards

1. Implementing advanced treatment technologies such as membrane filtration, or biological reactors to meet the necessary treatment standards.
2. Installing sensors and monitoring systems to constantly check water quality and ensure compliance with ecological norms.
3. Using advanced biological processes, such as sequential batch reactors (SBR) or aeration basins, to improve treatment efficiency.

Disinfection Before Discharge into the Prut River

Applying chlorination or an environmentally friendly method (ozonation for water disinfection, providing an efficient and environmentally friendly treatment before discharge) as a disinfection method to ensure the elimination of pathogenic microorganisms.

By implementing these measures, the sewage treatment station in Leuseni can effectively address environmental risks and ensure a water treatment process that complies with current ecological standards.

Maintaining a Wastewater Treatment Plant (WWTP) during its operational phase is critical to ensure it functions efficiently and complies with environmental standards. The key aspects of maintenance in order to minimise the risk for environment and population are:

- Conduct frequent inspections of all equipment and infrastructure to identify wear and tear early.
- Implement a preventive maintenance schedule to address potential issues before they cause failures.
- Carry out minor repairs promptly to avoid escalation into major problems. This includes fixing leaks, replacing worn-out parts, and addressing corrosion.
- Regularly test the influent and effluent water quality to ensure compliance with environmental standards. Key parameters include Biological Oxygen Demand (BOD), Chemical Oxygen Demand (COD), total suspended solids (TSS), pH levels, and nutrient concentrations (nitrogen and phosphorus).
- Monitor operational parameters such as flow rates, sludge age, and aeration levels to optimize the treatment processes.
- Use automated monitoring systems for continuous data collection and real-time analysis. Ensure these systems are calibrated and maintained regularly.

Sludge Management

- Periodically remove sludge from treatment tanks to maintain optimal performance. This involves both primary and secondary sludge removal.
- Implement processes to thicken and dewater the sludge, reducing its volume for more efficient handling and disposal.
- Ensure proper disposal of sludge in accordance with environmental regulations. Explore options for beneficial reuse, such as composting, land application, or as an energy source through anaerobic digestion.

Maintenance Documentation

- Keep detailed records of all maintenance activities, repairs, and inspections. This documentation helps track the plant's performance and identify recurring issues.
- Develop Standard Operating Procedures (SOPs) for maintenance tasks and ensure staff are trained to follow them consistently.

Emergency Preparedness

- Prepare for emergencies by having contingency plans in place. This includes spare parts inventory, backup power supplies, and emergency response procedures.

By systematically addressing these maintenance aspects, the WWTP can operate smoothly, ensuring compliance with environmental standards and prolonging the life of the infrastructure.

The exiting BCP already have the necessary supply as electricity, gas, optic fibre, etc.

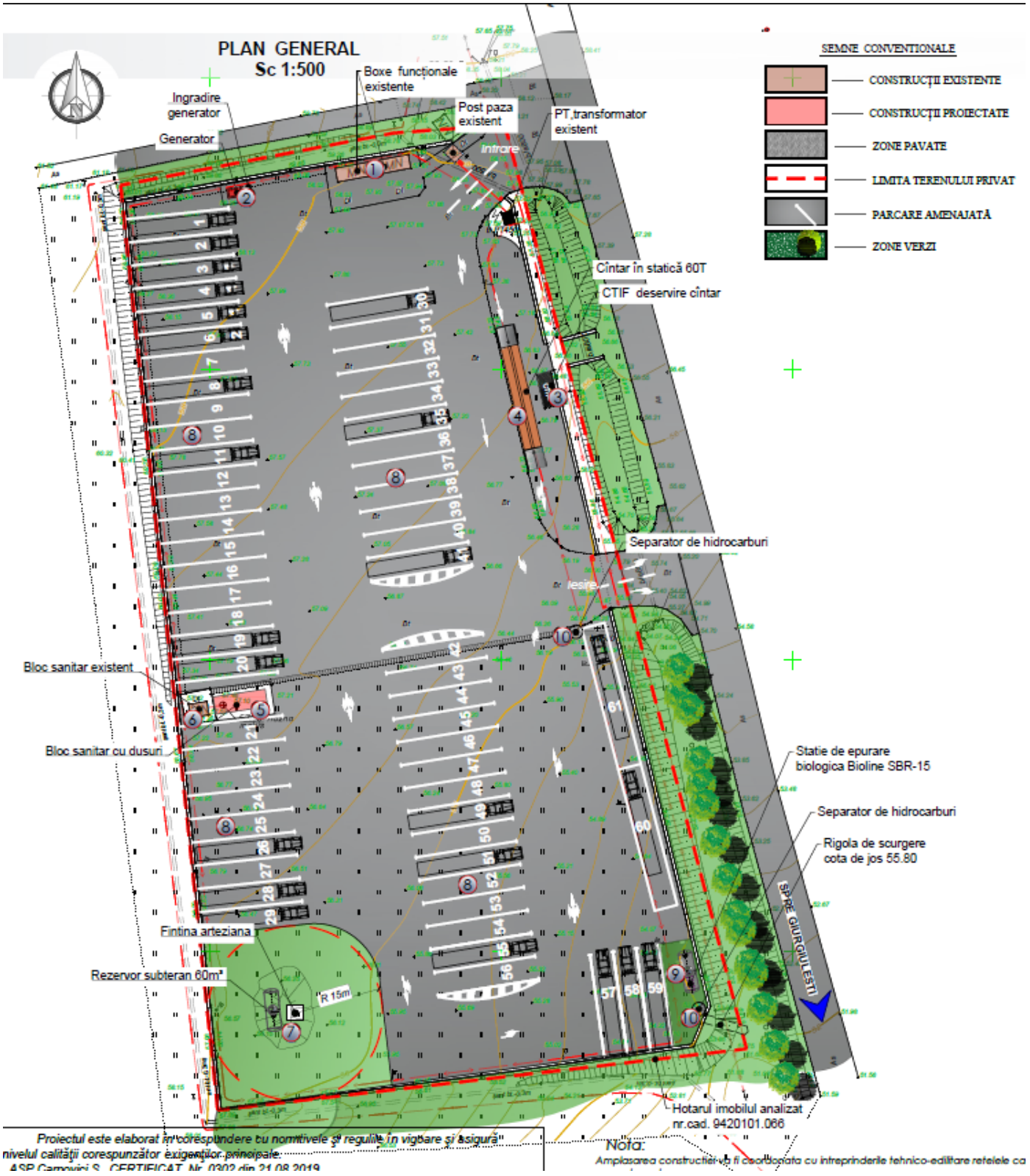
1.4. Giurgiulesti BCP & Custom Service control Platform

Custom Service control Platform near Giurgiulesti

Following the Russian aggression on Ukraine, the situation has become very complicated because the Ukrainian ports are not working at full capacity or at all and most goods travel by road. Thus, the mentioned platform is currently too small for all cumulative traffic from Moldova and Ukraine. Thus, at the time of the site visit, the platform was full and many heavy vehicles were still stationed along the road. The situation was also complicated on the Reni-Giurgiulesti border crossing point where dozens of cars were stationed.

The main object of the included Project is to extend the existing platform for intercepting the flow of trucks (TIRs) coming from Cahul direction and stationed here to pass customs procedures and then they are called to pass through customs at the border without other procedures and almost without stationary. The need for this platform came in response to multiple complaints of the population of the border village Giurgiulesti, who before the construction of this platform, all heavy vehicles were stationed along the village (the main road R34 passes right through the middle of the village).

Planned view (general plan)


PLAN GENERAL
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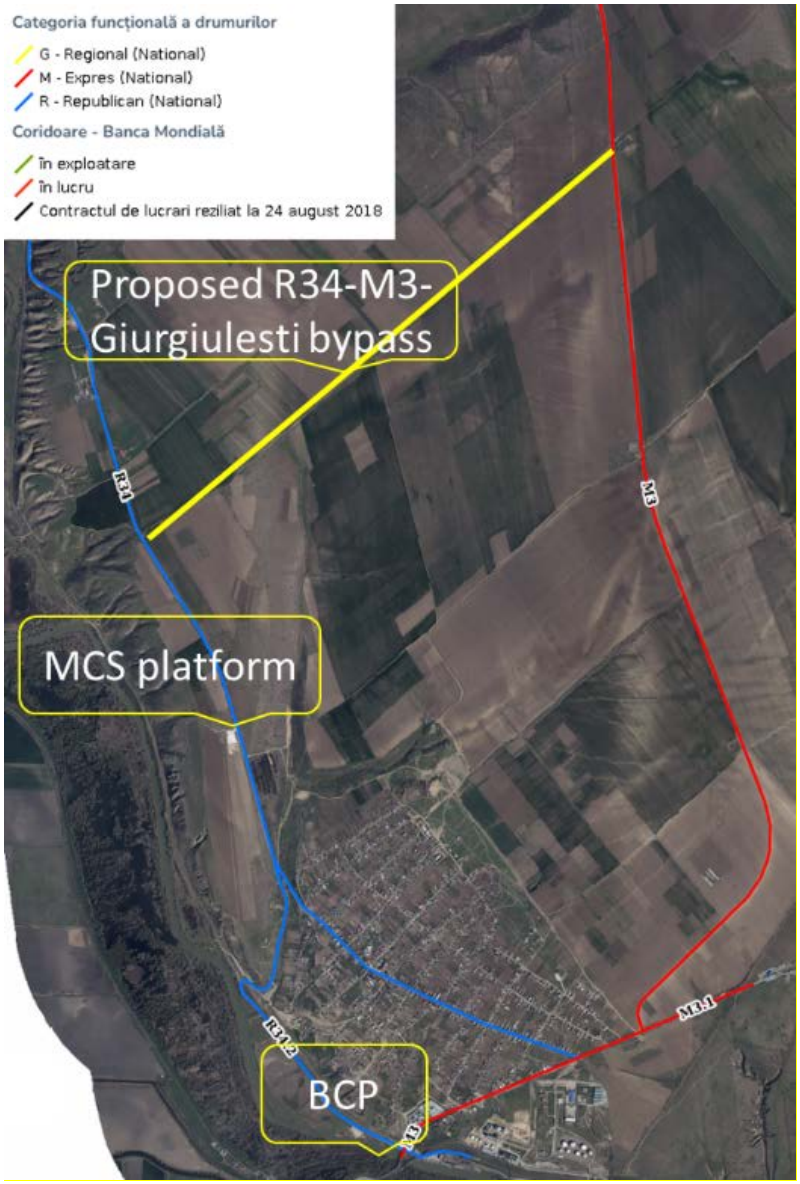
SEMNE CONVENTIONALE
CONSTRUCȚII EXISTENTE
CONSTRUCȚII PROIECTATE
ZONE PAVATE
LIMITA TERENULUI PRIVAT
PARCARE AMENAJATĂ
ZONE VERZI
Boxe funcționale existente
Ingradire generator
Generator
Post paza existent
PT,transformator existent
Intrare
Cîntar în statică 60T
CTIF deservire cîntar
Separator de hidrocarburi
Ieșire
Bloc sanitar existent
Bloc sanitar cu dusuri
Statie de epurare biologica Bioline SBR-15
Separator de hidrocarburi
Rigola de scurgere cota de jos 55.80
Fintina arteziana
Rezervor subteran 60m³
R 15m
STRADA GIURGIULEȘTI
Hotarul imobilul analizat nr.cad. 9420101.066
Proiectul este elaborat în corespundere cu normativele și regulile în vigoare și asigură
nivelul calității corespunzător exigențelor principale
Nota:

Actual view of the Platform.



General View of the Area. MCS Platform & BCP and connection roads

R34 – Main National Road that actually used by drivers to go to BCP Giurgiulesti
R34.2 – Road of access in Giurgiulesti port (bypassing village). No access to BCP.
M3 – New Road bypass (Slobozia Mare bypass) of 18 km ready by 50% at the end of 2024.
M3.1 – Road connecting BCP in Giurgiulesti with BCP Reni Ukraine.
Bypass of Giurgiulesti – new Proposed Road to connect R34 with M3 (FS & DD ready).

This created traffic safety problems, blocked access to property, noise, derailment, household waste, engine oil pollution, exhaust pollution, etc.

The platform was originally provided with an area of 1,2 ha approximately, but at that time financial means were found only for half of the surface that is covered with concrete, the other half is on the perimeter equipped with fence and lighting, access way.

This land was transferred for free in 2018 from Giurgiulesti LPA propriety to State propriety managed by Ministry of Finance / MCS.[6]

The platform is not equipped with the necessary modern sanitary facility. A suitable toilet, showers, public supply facility, water supply, waste water treatment plant, etc. are required.

Custom service control platform entrance

Custom service control platform entrance

Custom service control platform. Full parking area

Custom service control platform. Fence, lighting, pluvial water collection

[6] https://www.legis.md/cautare/getResults?doc_id=103044&lang=ro

Offices for employees for custom formalities

Concrete paved platform

The area of platform needed to be covered by concrete – extension

The area of platform needed to be covered by concrete – wastewater pit

Sanitary facility – not working.

The area of platform needed to be covered by concrete – extension

Waste collection containers

Firefighting equipment.

The area of Custom service control platform is surrounded by agricultural land, pasture, National Road R34. No sensitive areas or protected zones are in the vicinity. The Prut River is at the distance of 470 m. The hill situates between serve as a relief barrier. Also, forest parcel is close to the location. Distance from the first house in Giurgiulesti is 780m and will not be affected directly.

The MCS discussions: According to the information provided and discussions in the MCS the expansion / refurbishment needs of the Giurgiulesti parking lot (with the status of Customs Control Zone):

1. The Customs Service has initiated works to build a new platform (with the status of customs control zone) for the parking of trucks with goods that are to cross the customs posts Giurgiulesti – Galati (RO) or Giurgiulesti – Reni (UA) with goods exported from the Republic of Moldova or transiting its territory.
2. In this respect, by Government Decision nr. 395/2018 was awarded to the Customs Service the land with an area of 1.2793 hectares (cadastral number 9420101066), located outside the built-up area of Giurgiulesti administrative-territorial unit, Cahul district, for the construction and arrangement of several infrastructure elements necessary for carrying out an operative customs control, while maintaining all the rigors of control and security.
3. According to the initial project, the area was to have a parking lot for about 60 trucks, a warehouse, a room for physical checks, space for non-intrusive inspection, and a room for criminal bodies. However, due to lack of financial means, the project was modified, so that at the moment the customs control area has an area of 0.54 hectares, which allows parking for about 30 trucks.
4. The platform is located about 3 km from the border, on the route Cahul – Giurgiulesti, and contributes to the fluidization of cross-border traffic in the southern region of the country, offering economic agents and carriers better conditions in customs clearance procedures. At the same time, for the inhabitants of Giurgiulesti commune, this means eliminating the inconveniences created by parking trucks in the locality (exhaust emissions, noise, garbage, etc.).

All customs procedures are carried out in this customs control area, and at the crossing point only the registration of the crossing and the authorization of the passage of goods across the customs border are carried out, which maximally streamlines the movement of goods at the border.

Financed infrastructure by Project

In the context of the situation in Ukraine, which generated an increase in the flow of trucks with goods at all border customs posts, in order to avoid parking on the side of the road of trucks waiting to cross the state border in the southern region at Giugiulesti, as a temporary option, the Customs Service aims to extend the parking platform on the entire allocated area (approximately 1.27 hectares), purchase of certain customs control equipment and its provision of sanitary ware for drivers.

This requires works, the cost of which is approximately € 854 000, as follows:

- Concreting of the surface of 0.65 ha – approximate suit being – 600 000 €
- Purchase of two containers with toilet and showers for drivers – 24 000 €
- Reconstruction of the toilet station following the installation of WC containers – 5 000 €
- Purchase of a truck scale – €30,000
- Construction of an artesian well for water supply – 15 000 €
- Construction of rain water drainage – 100 000 €
- Landscaping around the station – 10 000 €
- Road marking with corresponding signs – 5 000 €
- Restoration of the lighting system, purchase of a generator – 15 000 €
- Endowment with electronic information panels and creation of electronic queue software – 50 000 €.

The update of the design for platform is ongoing and the Environmental permit is issued.

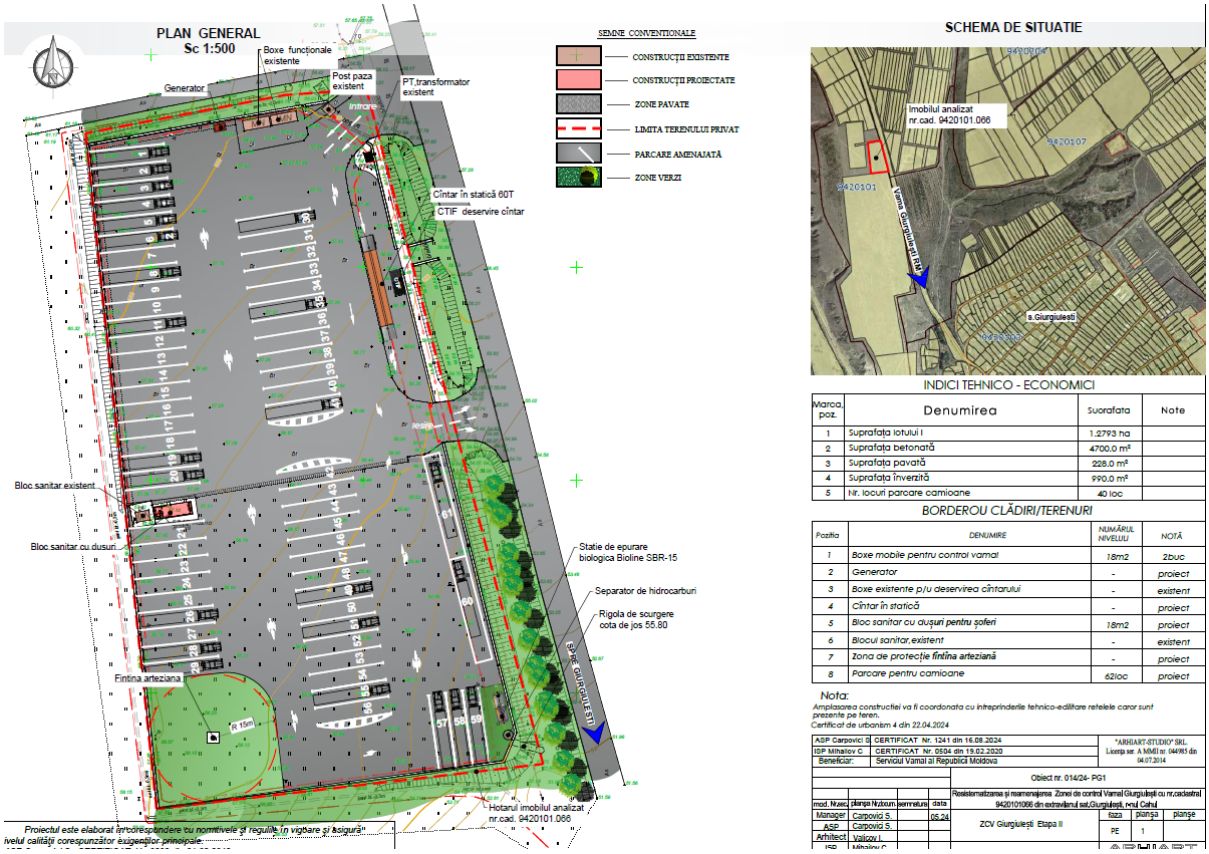
The following the preliminary data provided by the Giurgiulești customs post, the number trucks that can park in 24 hours is 60-120 (but with exceptions of up to 300 units). The installation of the toilet and a shower cabin was requested for staff.

According to the Design the extension of the platform will improve also the sanitary conditions for employees and truckdrivers. Based on the data provided, the 9x3m visitor speaker module was adjusted where also located a staff shower cabin, separate but within the same module for reasons hot water supply and sewage systems. Also in this way, 4 cabins were arranged shower for visitors (average 100 people) and wc with 2 seats and 4 urinals (resulting from the number of visitors as much as possible).

Also, from the need to drain household water which will have a flow rate of up to 10m3 and according to the Environmental Agreement no. 0191/447/2024 of 15.08.2024, a biological station was placed for domestic water purification. Also, here was located the hydrocarbon separator for collection and purification of meteoric waters from accidental spills of oils and fuels.

In the design the new artesian well will be drilled for water supply.

The electricity is available on site. The gas supply will be from tank.



<u>Except from the Detailed design of extension of Platform</u>

According to the Detailed Design for extension of MCS Platform in Giurgiulesti the WWTP was required by Environmental Agency. The proposed WWTP by designers is prefabricated autonomous system SBR biological wastewater treatment plant, flow 15m3/24hour.

A grease separator is provided upstream of the wastewater treatment plant for the pre-treatment of storm water. A hydrocarbon separator, D=2400mm with flow rate Q=30,0 l/s, equipped with internal bypass.

The compact wastewater treatment station project must address several environmental risks: eliminating odours in the area, treatment to applied standards, and disinfection before discharge into the rainwater outlet system or to be used for local irrigation.

Giurgiulesti Customs Point

The Giurgiulesti-Galati border crossing point is located on a plot of approx. 5.5 ha in the southern extremity of Giurgiulesti village, near the Prut River. It is separated from the river by the railway and the access road to the port (GIFP). It is equipped with passenger area and cargo area.

Car/passenger entrance area

Cargo/trucks entrance area

Mobile scanner

Detailed control (boxes) area

Exit passengers control area

M3.1 Road to Reni BCP. View from Giurgiulesti direction.

M34 Road to Giurgiulesti. View from Custom Service registration platform

Financed by Project required equipment

A modern scanner is needed to be installed, to extend the cargo area by modifying the tread. There is the possibility of demolishing little-used hangars and changing routes. The possibility to cross borders by trucks can be doubled using the current surface area of BCP, if the above described MCS platform will be extended and the customs control procedures will be there..

The WB Project will finance the following items as a co-finance for EU Project:

No	Work package	Items GIURGIULESTI	Quantities
WP 2	Concept/Study - Development of an		
		Electronic registration of HGV vehicles	
		Prioritization of HGV vehicles	

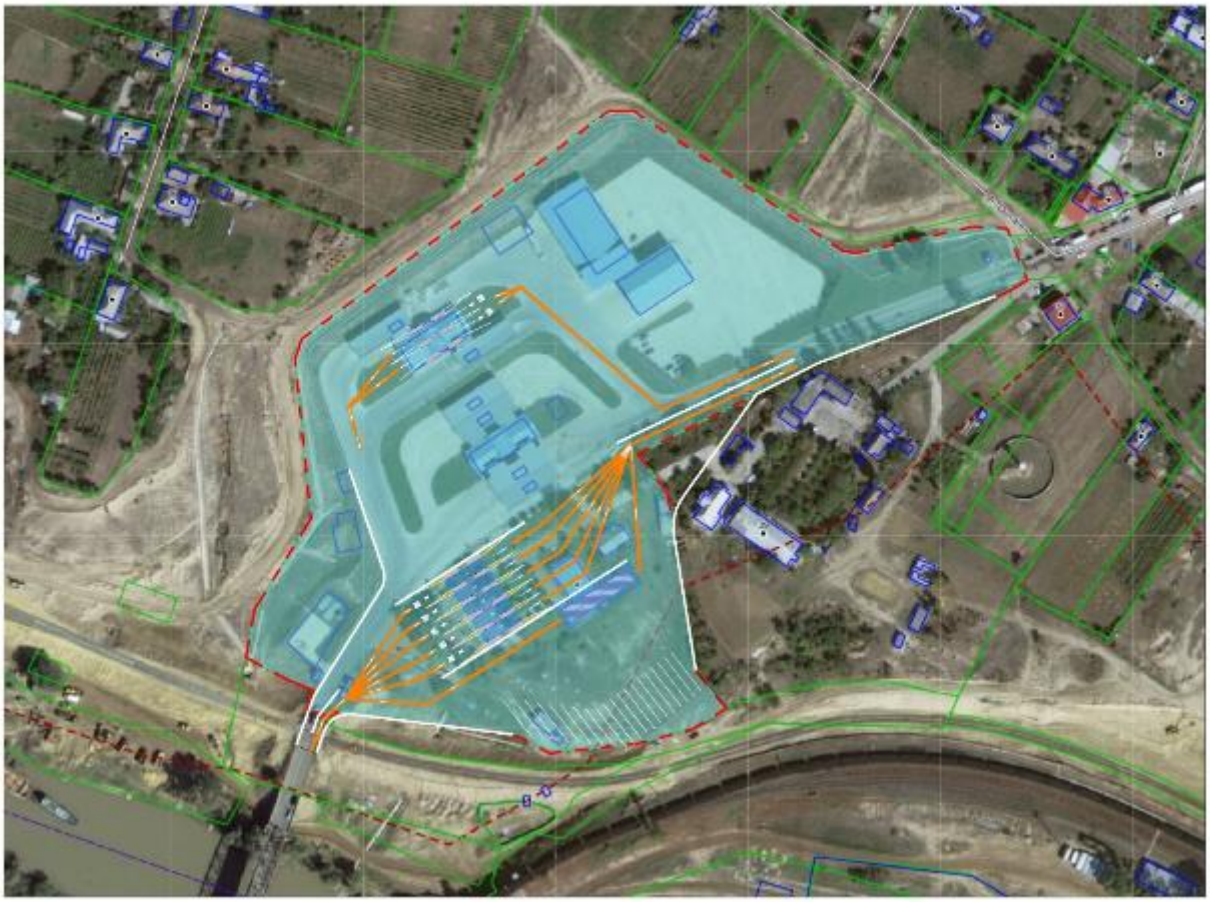
	BCP traffic organization and management system on the MD side for Galati/Giurgiulesti/Reni BCP	Optimization of the path of HGV through the BCP and between the separate parking area and the BCP		
		Automatic guiding system		
		Application for the drivers		
		Interface to the electronic systems of the relevant authorities		
		Interface to the electronic system of the relevant authorities on the Romanian side		
		Total		1
WP 3	Works for the extension/upgrade of existing parking facility in Giurgiulesti – (MD)	Review and up-date of existing studies and development of technical design to provide for the extension of the parking facility Elaboration of the technical documents		
		Construction of extended concrete platform – 0.65 hectares		1
		Works for associated utilities construction/ reinstatement	Purchase of two containers with toilets and showers for drivers	2
			Reconstruction of the toilets facilities following the installation of the toilets containers	1
			Construction of an artesian well for water supply (System for water supply)	1
			Construction of a rainwater drainage	1
			Restoration of the lighting system, procurement of an electric generator	1
		Marking and signaling of the facility		1
		Supervision Services		
		Total		
WP-4	Procurement and installation of equipment in– Giurgiulesti (MD)	Weighting equipment for heavy vehicles		1
		X-ray scanning systems for non-destructive customs control of cargo (including work platform and radiological protection wall for the scanning system		1

Easy loading conveyor and large tunnel for X-ray screening of large baggage and small cargo	1
Electronic information panels	13
Equipment for loading/unloading freight	1
Total	

The planned extension of BCP.
The MCS start elaboration of the Feasibility Study for the "Rehabilitation and modernization of the infrastructure of the Giurgiulesti customs post, cargo section, with the installation of stationary scanning equipment:

Component 1 – Rehabilitation and modernization of the freight sector on the entry/exit direction. This component will focus on the reconstruction of existing infrastructure, with possible demolitions and expansions.

Component 2 – The location of the stationary truck scanning equipment, on the way into the country, based on the proposed scenarios. Regarding this component, it is to be made independently of component 1, with the assurance of its functionality, without depending on component 1, but which later, is to be included as a complex system.



According to MCS, all the modernizations will be done within actual territory of Giurgiulesti custom and ***no additional land is necessary***.

The FS will propose several solutions for BCP necessities. Also, will incorporate the E&S aspects and will develop them in the document.

2. LEGAL AND REGULATORY FRAMEWORK

2.1. General environmental legislation related to roads and BCP

Name of Act	Last Amended	Description
Law No. 1515/1993 on environmental protection	11 Jan. 2023	The basic legal framework for the development of special regulatory acts and instructions of special issues, covering the field of environmental protection.
Law no. 86/2014 on environmental impact assessment	05 Sept. 2022[7]	Partially transposes Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment.
Law No. 98/2022 on atmospheric air quality	08 June 2023	This strengthens the institutional capacities for monitoring and assessing atmospheric air quality; to identify and implement effective measures to reduce air pollutant emissions to levels that minimize the harmful effects on human health and the environment. This partially transposes Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe.
Law No. 227/2022 on industrial emissions	In force with effect from 21 Oct. 2024	The establishment of the regulatory framework regarding the prevention of pollution caused by industrial and economic activities, in order to reduce emissions to air, water and soil, including the generation of waste, as well as environmental control, the promotion and application of the best available techniques to achieve a high level of environmental protection. Partially transposes Directive 2010/75/EU of the European Parliament and of the Council of 24/11/2010 on industrial emissions.
Law No. 78/2017 for the ratification of the Paris Agreement	-	This agreement, contributing to the implementation of the convention, including its objective, aims to strengthen the global response to the threat posed by climate change, in the context of sustainable development and efforts to eradicate poverty.
Government Decision no. 1470/ 2016 regarding the approval of the Low Emission Development Strategy of the Republic of	18 Dec. 2021	To ensure the implementation of the provisions of the United Nations Framework Convention on Climate Change, of the mechanisms and provisions of the Kyoto Protocol to the United Nations Framework Convention on Climate Change, to which the Republic of Moldova acceded through Law no. 29/2003, with subsequent

[7] On 21st October 2023 the changes approved in Law 226/2022 entered into force in order to harmonize with Directive 2011/92/EU of the European Parliament and of the Council of 13th December 2011 on the assessment of the effects of certain public and private projects on the environment and the provisions of art. 6 para. (3) and (4) of Council Directive 92/43/EEC of 21st May 1992 on the conservation of natural habitats and of wild fauna and flora.

Name of Act	Last Amended	Description
Moldova until 2030 and the Action Plan for its implementation		amendments, as well as the Association Agreement between the Republic of Moldova, on the one hand, and the European Union and the European Atomic Energy Community and their member states.
Law No. 272/2011 on Water	22 Oct. 2022	Creation of a regulatory framework for the monitoring, assessment, management, protection and efficient use of surface water and underground water. The law is partially harmonized with directives no. 91/271/EEC, no. 91/676 EEC, no. 2000/60/EC, no. 2006/7/EC, no. 2007/60/EC and no. 2008/105/EC.
Law No. 1536/1998 on hydrometeor-ological activity	31 Jan. 2022	Regulates the hydrometeorological activity in the territory of the Republic of Moldova. It aims to provide hydrometeorological information concerning the needs of the population, economy and national defense, as well as of the public authorities.
Law No. 1102/1997 on natural resources	05 Sept. 2022	Regulates the relations in the field of use, protection and reproduction of the natural resources, in order to ensure the ecological security and sustainable development of the country.
Law No. 440/1995 on river and lake water protection areas and strips	04 June 2023	Regulates the way water protection areas and riparian water protection strips of rivers and water basins are created; and the regime for the use and protection activity thereof. All legal entities and individuals, including foreign ones, are covered by it.
Forest Code no. 69 from 28-03-2024	-	Regulates the sustainable management of the forest fund through rational use, regeneration, guarding and protection of forests, maintaining, preserving and improving forest biological diversity, ensuring with forest resources the current and future needs of society based on their multi-functionality.
Law No. 239/2007 on vegetal kingdom	11 Jan. 2023	Establishes the legal framework in the field of conservation, protection, restoration and use of objects of the plant kingdom, as well as the competences of public authorities at all levels and of scientific institutions in the field.
Law No. 1538/1998 on the fund of natural areas protected by the state	01 July 2022	Establishes the legal bases for the creation and operation of the funding for natural areas protected by the state; principles, mechanism and method of conservation thereof; as well as the attributions of central and local public authorities, non-governmental organizations and citizens in this field.

Name of Act	Last Amended	Description
Law no. 591/1999 on green spaces in urban and rural communities	04 June 2023	Regulates relations in the field of development and protection of green spaces of urban and rural localities in order to ensure the right of every person to a healthy and aesthetically pleasing environment.
Law no. 439/1995 on the animal kingdom	24 Mar. 2023	Regulates relations in the field of protection and use of wild animals, which live naturally on land, in water, in the atmosphere or in the soil , permanently or temporarily populating the territory of the republic.
Law no. 325/2005 on the Red Book of the Republic of Moldova	25 Apr. 2022	Restoration of extinct, critically endangered, endangered, vulnerable, rare and undetermined species of plants and animals, included in the Red Book of the Republic of Moldova, in order to prevent their disappearance and ensure the conservation of their genetic background, establishes the legal bases for keeping the Red Book, the attributions of public authorities at all levels and of scientific institutions in the field.
Law No. 209/2016 on waste	07 June 2023	It establishes the legal basis, the state policy and the necessary measures for the protection of the environment and the health of the population by preventing or reducing the adverse effects determined by the generation and management of waste and by reducing the general effects of the use of resources and increasing the efficiency of their use.
Law No. 10/2009 on state surveillance of public health	02 July 2023	Regulates the organization of the state surveillance of public health, establishing general public health requirements, rights and obligations of natural and legal persons and way of organization of the state surveillance system of public health.
Law no. 91/ 2007 on delimitation of public property	26 Dec. 2022	Consolidates the legal framework in order to delimit public property, ensure the right of ownership and the efficient use of the public property of the state, of the public property of the administrative-territorial units of the first and second level

Biodiversity Legislation

- Forest Code no. 887/1996
- Law no. 1515/1993 on environment protection
- Law on the animal kingdom no. 439/1995
- Law no. 1102/1997 on natural resources
- Law no. 1538/1998 on the funding of state protected natural areas
- Law no. 591/1999 on green spaces in urban and rural communities

- Law no. 1041/2000 on improving degraded lands by afforestation
- Law no. 325/2005 on the Red Book of the Republic of Moldova
- Law on vegetal kingdom no. 239/2007
- Law no. 94/2007 on the ecological network
- Law no. 91/ 2007 on land which is public property and its delimitation.

The **main strategic documents on biological diversity** are:

1. Environmental Strategy for 2014-2023 and the Action Plan to enforce it, approved by the Decree of the Government no. 301/2014;
2. National Forest Extension and Rehabilitation Program for the period 2023-2032 and the Action Plan for its implementation for the period 2023-2027, approved by GD no. 55/2023;
3. National Strategy for Agricultural and Rural Development for the years 2023-2030, approved by GD no. 56/2023; and
4. Strategy for the sustainable development of the forestry in the Republic of Moldova, approved by the Decision of the Parliament no.350/2001.

The **National Forest Extension and Rehabilitation Program for the period 2023-2032**[8] could reach this figure and contribute to reducing emissions of pollutants in the atmosphere and greenhouse gases requested by the international community. The future vision is to create or rehabilitate forests in such a way as not to diminish the established indicators. Through the implementation of this Program, it aims to obtain diversified forests, respecting the balance between the specific composition/structure and edaphic/climatic conditions, which will achieve favorable production indices (optimal biodiversity).

At **sustainable national policy level,** the following key documents are relevant.
The water and sanitation policy are formulated in the **Water supply and sanitation strategy (2014 - 2030),** approved by Government Decision no. 199 of March 20, 2014 (with respective addendums). The general objective of the Strategy is to ensure the gradual access to safe water and adequate sanitation for all localities and population of the Republic of Moldova, contributing to the improvement of health, dignity and quality of life and economic development of the country. Based on the general objective, three specific objectives are formulated: a) improving the management of public water supply and sanitation services; b) planning and development of public water supply and sewerage systems in order to increase the level of population access to high quality services; c) harmonization of national legislation in the field of water supply and sanitation in accordance with EU standards and international commitments.

Water and health policy measures are provided by the **National Program for the implementation of the Protocol on Water and Health in the Republic of Moldova for the years 2016-2025,** that was approved by Governmental Decision no. 1063 of 16.09.2016. The overall objective of this Program is to improve the quality of life of the population and access to safe drinking water and improved sanitation by planning the necessary measures to ensure the achievement of the target indicators of the Water and Health Protocol. The specific objectives of the Program are the following: 1) ensuring by 2025 the distribution of safe drinking water in 100% institutions for children and reducing up to 20% of drinking

[8] GD no. 55/2023: https://gov.md/sites/default/files/document/attachments/subiect-02-nu-1012-mm-2022_1.pdf

water samples that do not comply with the basic chemical parameters and 5% with the microbiological parameters; 2) reduction by 20% by 2025 of the number of epidemic outbreaks of infectious diseases and the incidence of water-borne diseases; 3) ensuring the access to sustainable drinking water systems in 100% institutions for children and the access of the general population to aqueduct systems up to 75% by 2025; 4) ensuring by 2025 in proportion of 100% the population's access to improved sanitation systems, including up to 50% to sewerage systems; 5) increasing the performance levels of collective water supply, sanitation and other systems; 6) increasing the degree of application of recognized good practices in the field of integrated water management and water supply and sanitation; 7) reduction by 50% of discharges of untreated wastewater, as well as reduction of discharge of untreated rainwater into natural receptors; 8) improving the management of sludge and the quality of treated wastewater from centralized sewerage systems or other sanitation systems; 9) ensuring adequate management to improve the quality of water used as drinking water sources; 10) improving the closed water management generally available for bathing; 11) increasing the degree of identification and remediation of highly contaminated lands; 12) increasing up to 80% of the share of the population that possesses relevant knowledge on drinking water safety, hygiene and health.

The key policy document within the healthcare sector regulation is the **National Public Health Strategy for 2014-2020** (approved by the Government Decision no. 1032 from December 20, 2013) which is based on various international and national documents. The Framework Policy of the World Health Organization "Health 2020". with the purpose of supporting the interactions of the Government and the society in order to significantly improve the health and well-being of the population, reduction of inequalities in the field of health, consolidation of public health. As a priority, the Strategy will pursue the implementation of the Post-2014 Action Program of the International Conference on Population and Development and the post-2015 Agenda for Sustainable Development.

National Environmental Strategy for 2014-2023 (GD no. 301of 24.04.2014) is the main document of long-term strategic planning which establishes the strategic framework on the environment protection, including protection of human health and the environment from adverse effects caused by pollutants. A new draft of Environmental strategy is ready for period 2023-2030 and soon will be adopted by GoM.

National Waste Management Strategy 2013-2027 (GD no 248 of 10.04.2013) establishes the strategic vision of waste management until 2027 as an integrated system, economically efficient and ensuring protection of human health and environment. Inter alia, the Strategy aims to promote separate waste collection and treatment for each type of waste, particularly toxic and hazardous waste. The strategy provides general information regarding with construction and demolishing waste and conditions of its management.

Development Strategy with reduced emissions of the Republic of Moldova until 2030 (Government Decision no. 1470 as of December 30, 2016) is a strategic document that allows the Republic of Moldova to orient towards a low carbon economy and to achieve the targets mentioned the document "Intentional determined national contribution" through green sustainable development, based on the socio-economic priorities of the country's development.
Also, this Strategy supports the achievement of sustainable development objectives, providing a national strategic context to the mitigation efforts for which the country receives international support. The specific objective 1 of the Strategy is to reduce, until 2030, the GHG emissions from the energy sector by 74% (unconditional) and up to 82% (conditioned) compared to 1990 level.

National Strategy on Energy Efficiency until 2030 (GD no. 102 din 05.02.2013) and **National Energy Efficiency Program** for 2011-2020 (GD no. 833 of 10.11.2011) are key policy documents that look at measures that country will take regarding these future CO2 emission limits. It is expected, that in the next decade, 2021-2030, carbon capture and storage technology will have to prove economically viable in order to be allowed to actively enter the market, thus substantially altering the structure, values, prices and costs, of fuel for the latest technologies. Between 2021-2030, smart grid technologies and equipment will clearly prove to be economically viable and will become a de facto standard for the electricity industry. This type of structuring of the energy system will greatly change the existing approaches of the topologies, balancing, measurement, monitoring and energy mix of the system. All these changes will act in favor of the assimilation of increasing quotas of electricity from renewable sources.

Under the social and equal opportunities agenda, the Government developed the **National Strategy on Gender Equality 2017-2021** (GD no. 259 of 28.04.2017) **and a Strategy on Violence Against Women and in family 2018-2023** (GD no. 281 of 03.04.2018). The aim is to response to gender-based violence through improving quality of services for survivors and prevention of the violence.
In mean time, Government approved a **National Youth Development Strategy 2020 and a Youth Gap Index** tool for mainstreaming youth priorities, although there remain gaps in data and weaknesses in monitoring youth policies.

Prut River basin management
Latest legal development of importance for RBMP Republic of Moldova, as an EU associated country, has the responsibility to harmonize the water legislation according to the EU WFD. The main aim of the EU WFD consists of reaching the good status of all waters through prevention of deterioration and ensuring long-term sustainability of water uses. At the same time, WFD further provides an innovative approach in terms of water resources management approach based on river basins, taking into account the natural boundaries of the watershed. At the national level, adaptation and harmonization of the EU WFD is reflected in the Water Law of the Republic of Moldova that has been adopted on 23.12.2011 and enforced in 26.10.2013. Thus, the objectives of both the WFD and the Water Law of the Republic of Moldova lie on the RBMP development and implementation.
RBMP -Prut-Black Sea was coordinated by the District Committee at its April 4, 2018 meeting. The first cycle of the RBMP (for the period 2018-2023) for the DPBS RBD was approved through the Government Decision Nr. 955 on October 3, 2018. Now the new RBM Plan is prepared for next period.

2.2. Protection of waters: Prut River.

The Law No. 440 from 04-27-1995 regarding areas and protection sheets of the waters of rivers and water basins with the last changes in force in 6.09.2023 stipulates that:

- ✓ The width of the water protection zones of the Dniester, Prut and Danube rivers is at least 1000 meters.
- ✓ In the respective protection zones, it is allowed to set up temporary quays for the purpose of mooring ships, embarking and disembarking people, loading, unloading and storing goods, carrying out economic activities and performing customs clearance operations.
- ✓ In the water protection areas of the Dniester, Prut and Danube rivers, the construction and development of roads that ensure the connection between the temporary quays and public roads is allowed.
- ✓ The width of the riparian sheets for water protection is established, depending on the length of the rivers, for Prut River is at least 100 meters.

- ✓ The placement and construction of objectives of any purpose within the perimeter of the riparian sheets for water protection will be allowed only after establishing the dimensions of the sheets and determining the manner of their arrangement.

In the water protection zones it is prohibited:

a) applying pesticides on strips with a width of 300 meters from the edge of the riparian slope of the bed;

b) location of farms and livestock complexes;

c) the construction, location and operation of warehouses for the storage of mineral fertilizers and pesticides, objects for the preparation of pesticide solutions and the supply of these solutions, secondary processing enterprises of paper and pulp, chemical enterprises, tanneries (including enterprises for the primary processing of raw hides), waste water collectors from farms and livestock complexes;

d) distribution of land for the storage of household and production waste;

e) cutting of trees and shrubs (with the exception of cutting for care, hygiene, ensuring safe navigation and/or the visibility of terrestrial navigable signals, conservation and ecological reconstruction on parquets with an area of up to 1.0 ha, if the joining deadline is respected and ecological conditions favorable to the regeneration of basic species are created);

In the water protection zones, it is prohibited, without written coordination with the central authority authorized with the management of natural resources and the protection of the environment and with the central authority for health, carried out on the basis of the positive opinion of the state ecological expertise of the documentation regarding the evaluation environmental impact and project documentation:

a) the construction, location and operation of oil product warehouses and petrochemical enterprises of national interest, fueling stations, boiler rooms, technical service points and washing of equipment and means of transport;

b) construction of sewage collectors and waste water treatment facilities. In cases where their location outside the water protection zones is impossible (due to the construction conditions, the configuration of the land or for other reasons), their construction is allowed as an exception, provided that measures are taken to prevent the pollution of rivers and water basins;

c) carrying out the works of plugging the lakes in the meadow and the abandoned arms, carrying out the works to regularize the course of the river (with the exception of the works to maintain the navigable channel), the installation of communications, the execution of other works that negatively influence the quality of the water and the state of the aquatic objectives.

2.3. EU integration:

The Association Agreement between the European Union and the European Atomic Energy Community and their Member States and the Republic of Moldova was signed on June 27, 2014. The Agreement was ratified by the Parliament of the Republic of Moldova on July 2, 2014 and by the European Parliament on November 13, 2014.

Republic of Moldova signed the EU accession application on March 3, 2022 and it was approved by EU Council on June 23, 2022.

In November 2023, the European Commission issued a recommendation to open accession negotiations with Moldova. In December 2023, EU leaders decided to open accession negotiations with Moldova and invited the Council to adopt the negotiation framework once the relevant steps set out in the Commission's report were taken. In December 2023, EU leaders (Council) decided to open accession negotiations.

2.4. International environmental treaties to which the Republic of Moldova is a Party:

1. Convention on long-range transboundary air pollution (Geneva, November 13, 1979)
2. Convention for the Protection of the Ozone Layer (Vienna, March 22, 1985):
3. Convention regarding environmental impact assessment in a transboundary context (Espoo, February 25, 1991);
• Protocol on strategic environmental assessment (Kiev, May 21, 2003)
4. Convention on the Transboundary Effects of Industrial Accidents (Helsinki, March 17, 1992):
5. Convention on access to information, justice and public participation in environmental decision-making (Aarhus, June 25, 1998):
6. Basel Convention on the Control of Transboundary Transport of Hazardous Wastes and their Disposal (Basel, March 22, 1989)
7. Convention on Biological Diversity (Rio de Janeiro, June 5, 1992):
8. Convention on International Trade in Endangered Species of Wild Fauna and Flora (Washington, March 3, 1973)
9. Convention on the Conservation of Migratory Species of Wild Animals (Bonn, June 23, 1979)
• Agreement on the Conservation of African-Eurasian Migratory Water birds (The Hague, 16 June 1995)
10. Convention to Combat Desertification in Countries Severely Affected by Drought and/or Desertification (Paris, June 17, 1994)
11. Convention on the Prior Informed Consent Procedure Applicable to Certain Hazardous Chemicals and Pesticides in International Trade (Rotterdam, September 10, 1998)
12. Convention on Persistent Organic Pollutants (Stockholm, May 22, 2001)
13. Framework Convention on Climate Change (New York, May 9, 1992)
• Kyoto Protocol (December 11, 1997)
• The Paris Agreement (April 22, 2016)
14. Convention on the Conservation of Wild Life and Natural Habitats in Europe (Bern, September 19, 1979)
15. Convention on the European landscape (Florence, October 20, 2000)
16. Convention on Wetlands of International Importance, Especially as Waterfowl Habitat (Ramsar, February 2, 1971)

2.5. International and regional human rights treaties ratified by the Republic of Moldova:

• Universal Declaration of Human Rights (adopted in 1948)
• International Covenant on Civil and Political Rights (adopted in 1966, ratified by the Republic of Moldova in 1990)
• International Covenant on Economic, Social and Cultural Rights (adopted in 1976, ratified by the Republic of Moldova in 1990)
• International Convention on the Elimination of All Forms of Racial Discrimination (adopted in 1965, ratified by the Republic of Moldova in 1993)

• Convention on the elimination of all forms of discrimination against women (adopted in 1979, ratified by the Republic of Moldova in 1994)
• Convention on the Rights of the Child (adopted in 1989, ratified by the Republic of Moldova in 1993)
• UN Convention Against Torture (adopted in 1984, ratified by the Republic of Moldova in 1995)
• European Convention for the Protection of Human Rights and Fundamental Freedoms (adopted in 1950, ratified by the Republic of Moldova in 1997)
• Revised European Social Charter (adopted in 1966)
• Convention on the Rights of Persons with Disabilities (adopted in 2006, ratified by the Republic of Moldova in 2010)

2.6. ESIA process - National Requirements

It is important to mention that Article 37 of the Constitution of the Republic of Moldova guarantees the right to a healthy environment. The current legislation contains a series of regulations governing water supply and sewerage services.

The most relevant national legal requirements for this project relate to the following aspects:

- Environmental impact assessment and environmental protection
- Access to information and public participation;
- Social, health and safety legislation and regulation;
- Land acquisition; and
- Permission (permits) for construction.

The basic legal framework for the development of specific legislation and instructions in the field of environmental protection is provided in the Law No. 1515 of 16.06.1993 on environmental protection.

Law No. 86 (2014) on Environmental Impact Assessments EIA transposes Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment. The objective of this law is to define the procedures and methods to be applied in the environmental impact assessment process on certain types of public and private planned activities, that may have a significant impact on the environment in the Republic of Moldova or in other states.

Revisions to this Law in 2022 come into force in November 2023. These mainly address changes and restrictions to cover all the parts of the economy, ensuring that biodiversity is protected. In addition, this Law comes in effect, and the Law of ecological expertise is abrogated.

In Moldova the procedures for issuing an Environmental permit and the Environmental Impact Assessment (EIA), procedure are stipulated by following acts:

⇒ Law on environmental impact assessment no. 86 of 29-05-2014.

⇒ Other relevant implementation bylaws.

Following to the applied environmental appraisal practice, all projects/planned activities can be conventionally divided into 3 categories:

⇒ **1st category** - projects which will have significant impacts on the environment. They are specified in Annex 1 of the Law No. 86/2014 – EIA mandatory (is applicable to complex and potentially dangerous for environment projects/ planned activities which could result in

significant impacts and aims to prevent and mitigate impacts even on the projects' design stage).

⇒ **2nd category** - projects which will have less significant impact on environment as compared to the 1st category of the projects. These projects are listed in the i) Annex 2 to the law on EIA, yet, decision that full EIA is not needed is made by the Environmental Agency, is presented in Annex 2 to the law on EIA. In case, If Environmental Agency decides that for the activities specified in Annex 2, EIA is not required

⇒ **3rd category** - the project that is not in Anne1&2 and is not a subject of EIA Law but need an environmental chapter in the FS and/or DD.

This category of the projects requires ecological justification of project activities to be presented in so called the Environmental Protection chapter of the project design documentation, and which have to contain information on potentially affected environment as well as outline main potential environmental impacts and mitigation measures.

The decision on necessity of conducting EIA is made by the Environmental Agency on the basis of evaluation of the Statement on the planned activity submitted by the initiator (Preliminary EIA). The initiator, which is planning to implement activities specified in Annexes 1 or 2 to the law on EIA shall submit a written Statement to the Environmental Agency. Statement shall be submitted after carrying out the feasibility study of the planned activity and shall contain information on the planned activities and at least two alternative decisions regarding the location and type of technologies used, indicating the possible environmental, social and economic impacts. Within 5 days from the date of the Statement submission, Environmental Agency shall publish information on it on its official webpage. On the basis of Statement, the Environmental Agency carries out a preliminary assessment which to be made within 30 working days. Based on the results of the preliminary assessment, the Environmental Agency makes one of the following decisions: (a) the proposed activity is subject to an environmental impact assessment in a transboundary context; (b) the proposed activity is subject to an environmental impact assessment at the national level; and (c) no environmental impact assessment is required. Developed EIA is examined by the Environmental Agency, and once its structure and content fully correspond to the established EIA principles and requirements, it issues the environmental permit. The scheme of EIA procedure is presented in the figure 11 below.

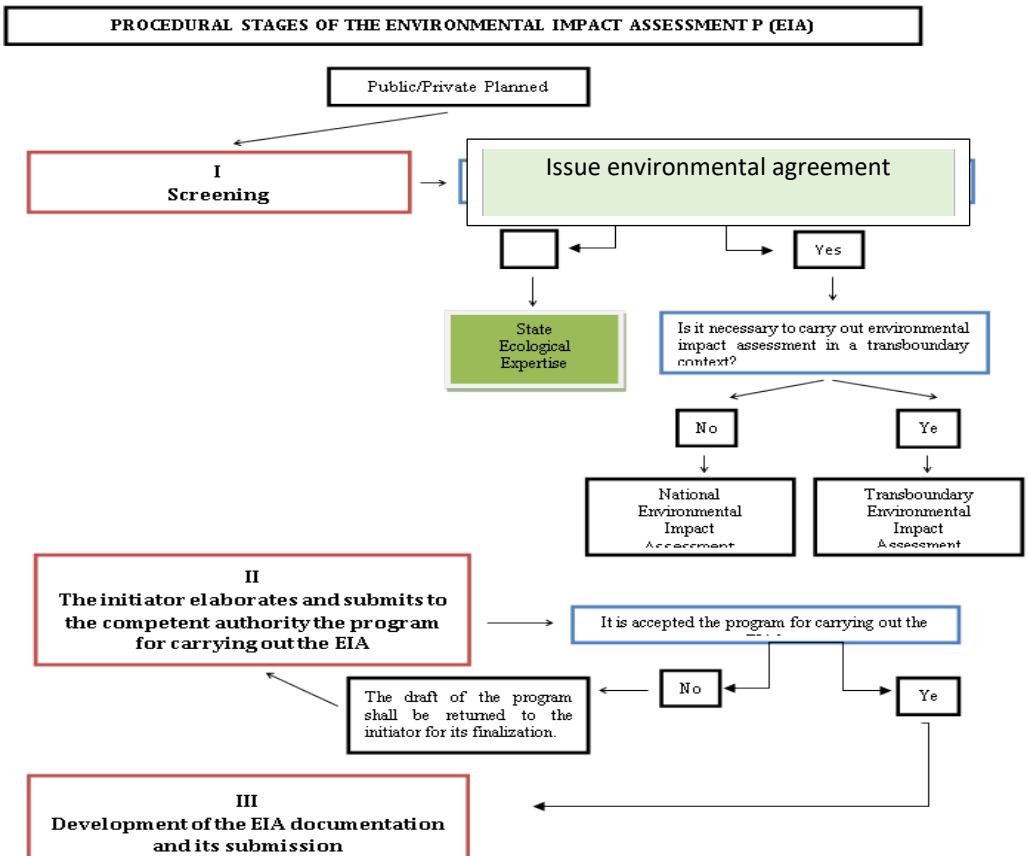


Figure 2: Scheme of EIA procedure according MD Law on EIA nr. 86 / 2014

2.7. WB and international legislation

The Environmental and Social Framework (ESF) was approved by the Board of Executive Directors on August 4, 2016. It consists of a Vision for Sustainable Development; ten Environmental and Social Standards (ESSs), which set out the requirements that apply to Borrowers; an Environmental and Social Policy for Investment Project Financing (IPF), which sets out the requirements that apply to the Bank; and an Environmental and Social Directive/Procedure for Investment Project Financing (IPF) and a Directive on Addressing Risks and Impacts on Disadvantaged or Vulnerable Individuals or Groups. It applies to all IPF projects initiated on or after October 1, 2018.

The ESF supports green, resilient and inclusive development by strengthening protections for people and the environment and making important advances in areas such as labor, inclusion and non-discrimination, gender, climate change, biodiversity, community health and safety, and stakeholder engagement. It uses a risk-based and proportionate approach that applies increased oversight and resources to complex projects and allows for greater responsiveness to changes in project circumstances through adaptive risk management and stakeholder engagement. It promotes integrated environmental and social risk management.

The ESF places an emphasis on strengthening national environmental and social management systems and institutions, and supporting Borrower capacity building. It promotes enhanced transparency and stakeholder engagement through timely information disclosure, meaningful and ongoing consultations throughout the project life cycle, and responsive grievance mechanisms to facilitate resolution of concerns and grievances of project-affected parties.

Out of ten ESS, **eight apply to the Moldova Rural Connectivity Project** and establish the conditions that the Borrower and the project will meet throughout the project life cycle.

ESS		Relevance to the MRCP
ESS1	Assessment and Management of E&S Risks and Impacts	The environmental and social assessment will be based on current information, including a description and delineation of the project and any associated aspects, and environmental and social baseline data at an appropriate level of detail sufficient to inform characterization and identification of risks and impacts and mitigation measures. The assessment will evaluate the project's potential environmental and social risks and impacts, with a particular attention to those that may fall disproportionally on disadvantaged and/or vulnerable social groups (elders, low income people, with disabilities as were identified and explained in the SEP); examine project alternatives; identify ways of improving project selection, sitting, planning, design and implementation in order to apply the mitigation hierarchy for adverse environmental and social impacts and seek opportunities to enhance the positive impacts of the project using ESF instruments – screening checklist, ESMP, SEP, LMP, etc. ESS1 also provides guidance on Contractor Management that is relevant and will be adhered by the project.

ESS		Relevance to the MRCP
ESS2	Labor and Working Conditions	This standard guides the creation of sound worker-management relationships. The primary labor risk is the risk of informal work within the contracted (including sub-contracted) workforce. The risks of unpaid and underpaid work, work overload, poor terms and conditions of engagement, lack of occupational health and safety measures, and denied access to social security, pension or health insurance are associated with informal work. Labor Screening and Compliance , and Monitoring and Evaluation procedures have been developed to be included as mandatory in the tender documentation providing compliance of third parties i.e. different contractors to the ESS2 requirements. This is also described in the LMP.
ESS3	Resource Efficiency and Pollution Prevention and Management	This standard sets out the requirements to address resource efficiency and pollution prevention and management throughout the project life cycle. Considering that most of the activities involve construction works, the major risk is that Contractors will not be aware of best practices to avoid or minimize pollution from project activities or avoid or minimize adverse impacts on human health and the environment. The site-specific ESMP will guide contractors to implement adequate pollution prevention and management measures.
ESS4	Community Health and Safety	This ESS sets out the requirements to avoid or minimize community exposure to project-related traffic and road safety risks, diseases and hazardous materials and to have in place effective measure to address emergency events. The works anticipated in this project will be carried out mostly in remote or publicly restricted areas and will not employ use or generation of hazardous substances and waste. ***Community Exposure to Traffic and Road Safety Risks by increased traffic volume and accidents.*** This raises the risk of road accidents, particularly in communities with limited road infrastructure or poor traffic control systems. Vulnerable groups such as children, the elderly, and people with disabilities are disproportionately exposed to these risks. Also, ESS4 requires projects to assess traffic and road safety risks and implement a Traffic Management Plan. This includes measures such as: Design of safe access routes, speed reduction mechanisms (e.g., speed bumps, signage), Community awareness campaigns about road safety. The project will conduct Road Safety Assessments in accordance with ESS4. ***Universal Access for People with Disabilities.*** ESS4 emphasizes the need for universal access in infrastructure projects, particularly for transportation systems, public buildings, and communal spaces. Project must incorporate features that enable access for all, including ramps, handrails, tactile paving, elevators, and appropriate signage to cater to individuals with mobility, visual, auditory, or cognitive disabilities. These requirements will be incorporated into detailed design Terms of Reference consistent with ESS4 and Moldovan Law. ***Consultation with Stakeholders.*** Direct engagement with disabled individuals and SIMCs, mayoralty ensures that their specific needs are considered in project planning and design. ***GBV/SEA Risks.*** Projects involving large labor influxes, especially in rural areas, can exacerbate risks of GBV and SEA within communities. Female-headed households, women, and children are particularly vulnerable to exploitation and abuse, including harassment by project workers or opportunistic perpetrators. ESS4 requires projects to adopt measures to prevent GBV/SEA, including: Codes of conduct for workers, explicitly prohibiting GBV and SEA. Establishing confidential grievance mechanisms sensitive to GBV/SEA reporting. Worker training on gender equality and respectful behavior. Collaboration with local organizations and SIMC to raise awareness and support survivors.

ESS		Relevance to the MRCP
ESS5	Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	This standard sets out the requirements for project related land acquisition and restrictions on land-use that can have adverse impacts on communities and people from physical displacement (relocation, loss of residential land), economic displacement (loss of land, assets or access to assets, leading to loss of income) ESS5 requirements cover the preparation and implementation of a resettlement framework or plan which will be developed and will set ground for: (i) general requirements such as eligibility classification, project design, compensation and benefits for affected persons, community engagement, grievance mechanism, planning and implementation; (ii) physical and economic displacement; (iii) collaboration with other responsible agencies or subnational jurisdictions; and (iv) technical and financial assistance.
ESS6	Biodiversity Conservation and Sustainable Management of Living Natural Resources	The objectives of ESS6 is to: (i) protect and conserve biodiversity and habitats; (ii) apply the mitigation hierarchy and the precautionary approach in the design and implementation of projects that could have an impact on biodiversity; (iii) promote the sustainable management of living natural resources; and (iv) support livelihoods of local communities through the adoption of practices that integrate conservation needs and development priorities. The applicability of ESS6 depends on the environmental and social assessment described in ESS1. ESS6 requirements cover: (i) general requirements including assessment of risks and impacts, conservation of biodiversity and habitats (modified, natural, and critical habitats), legally protected and internationally recognized areas of high biodiversity value, invasive alien species, and sustainable management of living natural resources; and (ii) primary suppliers. Preliminary ESIA will ensure that no activities with potential negative impacts are eligible for funding in natural or critical habitats. In case of activities to be funded by the project and to be implemented in modified habitats, the project-level will present requirements to avoid or minimize the respective impacts on biodiversity and implement mitigation measures as appropriate.
ESS8	Cultural Heritage	ESS8 establishes general provisions on risks and impacts on cultural heritage as a result of project activities and recognizes that cultural heritage provides continuity in tangible and intangible forms between the past, present and future. People perceive cultural heritage as a collection and reflection of their ever-changing values, beliefs, knowledge, and traditions. Objectives of ESS 8 are to: (i) promote the equitable sharing of benefits from the use of cultural heritage; (ii) address cultural heritage as an integral aspect of sustainable development; (iii) promote meaningful consultation with stakeholders regarding cultural heritage; (iv) protect cultural heritage from the adverse impacts of project activities and support its preservation. Design options will be screened for the presence of culturally important sites near areas to be developed and measures taken to avoid any impacts. Chance find procedures will be developed and included in the ESMPs, defining the procedural steps to be followed if a previously unknown cultural heritage is encountered during project activities.
ESS10	Stakeholder Engagement and Information Disclosure	This ESS guides the inclusion of all relevant stakeholders in the project lifecycle, with particular emphasis on vulnerable groups. In line with the requirements of this ESS, a Stakeholder Engagement Plan including a Grievance Mechanism has been developed for this project. The main risk is associated with appropriate implementation of SEP.

The WB project risks assessment and categories:

The World Bank, in its project management practices, assesses risks comprehensively to ensure successful implementation. While specific methodologies and categorizations might vary based on project types and contexts, the World Bank approaches risk assessment.

The World Bank employs a comprehensive risk assessment framework to ensure the successful implementation of its projects. This framework includes several key components[9]:

1. **Operational Risk Assessment Framework (ORAF)**: This framework helps identify and mitigate risks by adjusting the project's scope and design to improve the likelihood of achieving expected results. It also defines action plans to manage risks and establishes specific risk mitigation measures.
2. **Environmental and Social Standards (ESS)**: These standards set out the responsibilities for assessing, managing, and monitoring environmental and social risks and impacts associated with each stage of a project.
3. **Dynamic Risk Assessment Process**: Risk assessment is a continuous process that starts with project preparation and continues through implementation. This approach ensures that risks are regularly reviewed and managed throughout the project lifecycle.
4. **In-Depth Assessment Tools**: For more detailed analysis, the World Bank uses tools to assess current and future climate and disaster risks, producing comprehensive risk reports.

These methodologies ensure that the World Bank can effectively manage risks and support the successful implementation of its projects.

The World Bank's Environmental and Social Standards (ESS) outline specific obligations for borrowers to ensure that projects meet environmental and social objectives. Here are the key responsibilities:

1. **Assessment and Management**: Borrowers must assess, manage, and monitor environmental and social risks and impacts throughout the project lifecycle. This includes conducting environmental and social assessments and implementing management plans
2. **Compliance with Standards**: Borrowers are required to comply with the specific standards set out in the ESS, which cover various aspects such as labor and working conditions, resource efficiency, pollution prevention, community health and safety, land acquisition, biodiversity conservation, and indigenous peoples
3. **Environmental and Social Commitment Plan (ESCP)**: Borrowers must implement the ESCP, which outlines the measures and actions required to achieve compliance with the ESS. This plan is a key document that guides the project's environmental and social performance
4. **Stakeholder Engagement**: Borrowers are obligated to engage with stakeholders throughout the project. This includes disclosing relevant project information, consulting with affected communities, and addressing their concerns and feedback
5. **Monitoring and Reporting**: Continuous monitoring and reporting of environmental and social performance are essential. Borrowers must regularly report on the implementation of the ESCP and the effectiveness of the mitigation measures

These obligations ensure that projects financed by the World Bank are environmentally and socially sustainable, benefiting both the communities involved and the broader environment.

Risk Assessment Methodologies:

- Comprehensive Risk Identification: The World Bank conducts in-depth analysis and engages stakeholders to identify risks comprehensively at various project stages.

[9] https://documents.worldbank.org/curated/en/527141468148177799/pdf/NonAsciiFileName0.pdf

- Probabilistic and Impact Analysis: Use both qualitative and quantitative methods to assess risks, considering their likelihood of occurrence and the potential impact on the project's objectives.

- Sensitivity Analysis: Identifying how changes in certain variables or factors might affect the project's outcomes.

The different methods and tools used by the Borrower to carry out the environmental and social assessment and to document the results of such assessment, including the mitigation measures to be implemented, will reflect the nature and scale of the project
Risk Mitigation Strategies:
The Project is required to develop tailored strategies to address identified E&S risks.

By systematically assessing risks across these categories, the Borrower aims to mitigate potential threats and enhance the likelihood of successful project outcomes. The Borrower continuously monitors and reassess risks throughout the project lifecycle to adapt their strategies as needed. Under the ESS implementation this risk is mitigated.

ESS 1 - Assessment and Management of Environmental and Social Risks and Impacts

ESS1 sets out the Client's responsibilities for assessing, managing and monitoring environmental and social risks and impacts associated with each stage of a project supported by the Bank through Investment Project Financing, in order to achieve environmental and social outcomes consistent with the Environmental and Social Standards (ESSs).

The environmental and social assessment will be based on current information, including a description and delineation of the project and any associated aspects, and environmental and social baseline data at an appropriate level of detail sufficient to inform characterization and identification of risks and impacts and mitigation measures. The assessment will evaluate the project's potential environmental and social risks and impacts, with a particular attention to those that may fall disproportionally on disadvantaged and/or vulnerable social groups; examine project alternatives; identify ways of improving project selection, sitting, planning, design and implementation in order to apply the mitigation hierarchy for adverse environmental and social impacts and seek opportunities to enhance the positive impacts of the project.
Within ESS1, the Borrower is obliged to:

- Conduct an E&S assessment of the propose subproject, including stakeholder engagement,
- Based on the E&S assessment, prepare site-specific ESMPs for each subproject financed under the Project.
- Undertake stakeholder engagement and disclose appropriate information in accordance with ESS10,
- Develop an Environmental and Social Commitment Plan (ESCP) and implement all measures and actions set out in the legal agreement including the ESCP,
- Conduct monitoring and reporting on the environmental and social performance of the project against the ESSs.

According to ESS1 the Borrower will manage environmental and social risks and impacts of the project throughout the project life cycle in a systematic manner, proportionate to the nature and scale of the project and the potential risks and impacts.

The Borrower will require that all contractors engaged on the project operate in a manner consistent with the requirements of the ESSs, including the specific requirements set out in the ESCP. The Client will manage all contractors in an effective manner, including: (a) Assessing the environmental and social risks and impacts associated with such contracts; (b) Ascertaining that contractors engaged in connection with the project are legitimate and reliable enterprises, and have knowledge and skills to perform their project tasks in accordance with their contractual commitments; (c) Incorporating all relevant aspects of the ESCP into tender documents; (d) Contractually requiring contractors to apply the relevant aspects of the ESCP and SEP, the relevant management tools, and including appropriate and effective noncompliance remedies; (e) Monitoring contractor compliance with their contractual commitments; and (f) In the case of subcontracting, requiring contractors to have equivalent arrangements with their subcontractors. For MRCP, SRA will be responsible for contractor management as per above since they will procure and manage all works in relation to the project. The approach for contractor management will be further developed in the site-specific ESIAs and/or ESMPs.

ESS 2 – Labor and Working Conditions

ESS2 recognizes the importance of employment creation and income generation in the pursuit of poverty reduction and inclusive economic growth. Borrowers can promote sound worker-management relationships and enhance the development benefits of a project by treating workers in the project fairly and providing safe and healthy working conditions. ESS2 applies to **project workers** including fulltime, part-time, temporary, seasonal and migrant workers.

The term “project worker” is related to:

a) people employed or engaged directly by the Borrower (including the project proponent and the project implementing agencies) to work specifically in relation to the project (direct workers);
b) people employed or engaged through third parties to perform work related to core functions of the project, regardless of location (contracted workers);
c) people employed or engaged by the Borrower’s primary suppliers (primary supply workers); and
d) people employed or engaged in providing community labor (community workers).

ESS2 objectives are:

- To promote safety and health at work.
- To promote the fair treatment, nondiscrimination and equal opportunity of project workers.
- To protect project workers, including vulnerable workers such as women, persons with disabilities, children (of working age, in accordance with this ESS) and migrant workers, contracted workers, community workers and primary supply workers.
- To prevent the use of all forms of forced labor and child labor.
- To support the principles of freedom of association and collective bargaining of project workers in a manner consistent with national law.
- To provide project workers with accessible means to raise workplace concerns.

The Borrower developed and will implement written labor management procedures (LMP) applicable to the project. These procedures will set out the way in which project workers will be managed, in accordance with the requirements of national law and this ESS. The procedures will address the way in which this ESS will apply to different categories of project workers including direct workers, and the way in which the Borrower will require third parties (contracted workers) to manage in accordance with

ESS2. In addition, a Grievance Redress Mechanism for workers has been developed and is set out in the LMP.

ESS 3 – Recourse and Efficiency, Pollution Prevention and Management

ESS3 recognizes that economic activity and urbanization often generate pollution to air, water, and land, and consume finite resources that may threaten people, ecosystem services and the environment at the local, regional, and global levels. The current and projected atmospheric concentration of greenhouse gases (GHG) threatens the welfare of current and future generations. At the same time, more efficient and effective resource use, pollution prevention and GHG emission avoidance, and mitigation technologies and practices have become more accessible and achievable. This ESS sets out the requirements to address resource efficiency and pollution prevention and management throughout the project life cycle.

ESS3 objectives are:

- To promote the sustainable use of resources, including energy, water and raw material.
- To avoid or minimize adverse impact on human health and the environment by avoiding or minimizing pollution from project activities.
- To avoid or minimize project-related emissions of short and long-lived climate pollutants.
- To avoid or minimize generation of hazardous and non-hazardous waste.
- To minimize and manage the risks and impacts associated with pesticide use.

Besides, the Borrower will avoid the release of pollutants or, when avoidance is not feasible, minimize and control the concentration and mass flow of their release using the performance levels and measures specified in national law or the World Bank Group Environmental, Health and Safety Guidelines[10], whichever is most stringent. This applies to the release of pollutants to air, water and land due to routine, non-routine, and accidental circumstances, and with the potential for local, regional, and transboundary impacts. Pollution prevention and management includes management of:

- Air pollution
- Hazardous and non-hazardous waste
- Chemicals and hazardous material
- Pesticides

The Assessment of risks and impacts and proposed mitigation measures related to relevant requirements of ESS3, including raw materials, water use, air pollution, hazardous materials, and hazardous waste are included within scope of the Preliminary E&S assessment, and ESMPs as relevant.

ESS 4 – Community Health and Safety

ESS4 recognizes that project activities, equipment, and infrastructure can increase community exposure to risks and impacts. In addition, communities that are already subjected to impacts from climate change may also experience an acceleration or intensification of impacts due to project activities. ESS4 addresses the health, safety, and security risks and impacts on project-affected communities and the corresponding responsibility of Borrowers to avoid or minimize such risks and impacts, with particular attention to people who, because of their particular circumstances, may be vulnerable.

Objectives of ESS4 are the following:

[10] World Bank Group Environmental, Health and Safety Guidelines (EHSG), available at: https://www.ifc.org/wps/wcm/connect/Topics_Ext_Content/IFC_External_Corporate_Site/Sustainability-At-IFC/Policies-Standards/EHS-Guidelines/

- To anticipate and avoid adverse impacts on the health and safety of project-affected communities during the project life cycle from both routine and non-routine circumstances.
- To promote quality and safety, and considerations relating to climate change, and universal accessibility in the design and construction of infrastructure.
- To avoid or minimize community exposure to project-related traffic and road safety risks, diseases and hazardous materials.
- To have in place effective measures to address emergency events.

To ensure that the safeguarding of personnel and property is carried out in a manner that avoids or minimizes risks to the project-affected communities. ESS 5 – Land Acquisition, Restriction on Land Use and Involuntary Resettlement

ESS5 recognizes that project-related land acquisition and restrictions on land use can have adverse impacts on communities and persons. Project-related land acquisition or restrictions on land use may cause physical displacement (relocation, loss of residential land or loss of shelter), economic displacement (loss of land, assets or access to assets, leading to loss of income sources or other means of livelihood), or both. The term "involuntary resettlement" refers to these impacts. Resettlement is considered involuntary when affected persons or communities do not have the right to refuse land acquisition or restrictions on land use that result in displacement.
The objectives of ESS5 are:
• To avoid involuntary resettlement or, when unavoidable, minimize involuntary resettlement by exploring project design alternatives.
• To avoid forced eviction.
• To mitigate unavoidable adverse social and economic impacts from land acquisition or restrictions on land use by: (a) providing timely compensation for loss of assets at replacement cost and (b) assisting displaced persons in their efforts to improve, or at least restore, their livelihoods and living standards, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.
• To improve living conditions of poor or vulnerable persons who are physically displaced, through provision of adequate housing, access to services and facilities, and security of tenure. • To conceive and execute resettlement activities as sustainable development programs, providing sufficient investment resources to enable displaced persons to benefit directly from the project, as the nature of the project may warrant.
• To ensure that resettlement activities are planned and implemented with appropriate disclosure of information, meaningful consultation, and the informed participation of those affected.

ESS5 requirements cover the preparation and implementation of a resettlement framework or plan which will set ground for:

⇒ general requirements such as eligibility classification, project design, compensation and benefits for affected persons, community engagement, grievance mechanism, planning and implementation;
⇒ physical and economic displacement;
⇒ collaboration with other responsible agencies or subnational jurisdictions; and
⇒ technical and financial assistance.

ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

This standard is applicable to all projects that potentially affect biodiversity or habitats, either positively or negatively, directly or indirectly, or that depend upon biodiversity for their success.
The objectives of ESS6 is to:

- ⇒ protect and conserve biodiversity and habitats;
- ⇒ apply the mitigation hierarchy and the precautionary approach in the design and implementation of projects that could have an impact on biodiversity;
- ⇒ promote the sustainable management of living natural resources; and
- ⇒ support livelihoods of local communities through the adoption of practices that integrate conservation needs and development priorities.
- ⇒ avoid or minimize generation of hazardous and non-hazardous waste

The applicability of ESS6 depends on the environmental and social assessment described in ESS1.
The Borrower is obliged to avoid adverse impacts on bio-diversity and habitats. When avoidance of adverse impacts is not possible, the Borrower will implement measures to minimize adverse impacts and restore biodiversity in accordance with the mitigation hierarchy provided in ESS1 and with the requirements of this ESS. Where significant risks and adverse impacts on biodiversity have been identified, the Borrower will develop and implement a Biodiversity Management Plan[11]. A Biodiversity Management Plan (BMP) includes key biodiversity objectives, activities to achieve the objectives, an implementation schedule, institutional and gender-inclusive responsibilities, cost and resourcing estimates.

ESS 8 Culutural Heritage

The term 'cultural heritage' encompasses tangible and intangible heritage, which may be recognized and valued at a local, regional, national or global level, as follows:

- Tangible cultural heritage, which includes movable or immovable objects, sites, structures, groups of structures, and natural features and landscapes that have archaeological, paleontological, historical, architectural, religious, aesthetic, or other cultural significance. Tangible cultural heritage may be located in urban or rural settings, and may be above or below land or under the water;
- Intangible cultural heritage, which includes practices, representations, expressions, knowledge, skills—as well as the instruments, objects, artifacts and cultural spaces associated therewith—that communities and groups recognize of their cultural heritage, as transmitted from generation to generation and constantly recreated by them in response to their environment, their interaction with nature and their history.

ESS 10 Stakeholder Engagement and Information Disclosure

This ESS recognizes the importance of open and transparent engagement between the Borrower and project stakeholders as an essential element of good international practice. Effective stakeholder engagement can improve the environmental and social sustainability of projects, enhance project acceptance, and make a significant contribution to successful project design and implementation.
The client will engage with stakeholders throughout the project life cycle, commencing such engagement as early as possible in the project development process and in a timeframe that enables meaningful consultations with stakeholders on project design. The nature, scope and frequency of stakeholder engagement will be proportionate to the nature and scale of the project and its potential risks and impacts.

[11] Depending on the nature and the scale of the risks and impacts, to address biodiversity conservation as an integral aspect of sustainable development within the project, the Biodiversity Management Plan may be a stand-alone document or it may be included as part of the Environmental and Social Commitment Plan prepared under ESS1.

Stakeholder engagement is an inclusive process conducted throughout the project life cycle. Where properly designed and implemented, it supports the development of strong, constructive and responsive relationships that are important for successful management of a project's environmental and social risks. Stakeholder engagement is most effective when initiated at an early stage of the project development process and is an integral part of early project decisions and the assessment, management and monitoring of the project's environmental and social risks and impacts. In consultation with the Bank, the Borrower has developed a Stakeholder Engagement Plan (SEP) proportionate to the nature and scale of the project and its potential risks and impacts of the ESS triggered for this Project.

2.8. A gap analyses WB vs national legislation:

Environmental, Social and stakeholder risk	WB requirements	National legislation	Description	GAP in national legislation	Approach to be addressed
a. Traffic flow disruption during construction	To develop measures in the TMP, ESMP. MAFP	Law No. 131 from 07-06-2007 On road safety	The TMP has to be coordinated with road police (National Public Security Inspectorate)	The focus is on scheme of diversion roads and installing the road temporary signs. There are no provisions related with pedestrian protection, public consultations, compensation procedures, etc.	The set of instruments mentioned in the SEP, ESMP, RPF define the actions how to inform the population, mention the GRM for grievances, how to encourage the participation of possible affected groups in making active their voice and rights.
b. Traffic accidents and Road safety	To develop measures in the Traffic Management Plan, Environmental, Social Management Plan. Mobility and Access Facilitation Plan (if needed), Occupational & Health Safety Plan, Emergency Response Plan Conduct Road Safety Assessment as per ESS4	Law No. 131 from 07-06-2007 On road safety. Prosecutor Code Administrative Code, Law no. 350 from November 2023 on Road infrastructure safety management	The TMP has to be coordinated with road police (National Public Security Inspectorate).	The prevention measures related with pedestrians are weakly described.	The discussions with population about risks, review of Detailed Design. Involve SIMC in the early stages of DD. Accept changes during design, planning, implementation to increase safety for pedestrians. Road Safety Assessment will be conducted as

Environmental, Social and stakeholder risk	WB requirements	National legislation	Description	GAP in national legislation	Approach to be addressed
					per ESS4. Training for workers and public awareness campaigns for road users especially children. .
c. Disturbance to existing properties frontage, or public utilities	ESMP, MAFP, ESS2, ESS4,	Law no. 163 of 09.07.2010 on authorization of construction works, Law 303, On Water supply services	As part of the construction of road Project a water supply or sewerage project may interfere, there are likely to be impacts on existing property frontages or on public utilities such as electricity supplies, optic fibers, etc. These types of impacts involve costs, whether to individuals or to the community.	Usually, the people have to informed about disturbance in advance and for the period of absence of services. Many time this is done just formally and there a delay in reconnections.	Advance informing the people by Contractor is mentioned on TS. Also, in ESMP. Also, according to legislation the provider of supplies has to inform the population thru their channels. The Construction supervision Engineer will be responsible for verifying if the Contractor informed people accordingly and reconnect the utilities as soon as possible.
d. Land Acquisition and Involuntary Resettlement [12]	RPF, RAP according to ESS5 requirements	The Law on Expropriation for Reasons of Public Use No. 488 of 7	The basic principles of the Moldovan civil legislation	If the PAPs do not agree with the procedures and/or compensation	Each BCP site will be further screened in accordance with the RPF. A

[12] "Land acquisition" refers to all methods of obtaining land for project purposes, which may include outright purchase, expropriation of property and acquisition of access rights, such as easements or rights of way Land

Environmental, Social and stakeholder risk	WB requirements	National legislation	Description	GAP in national legislation	Approach to be addressed
		August 1999 or Eminent Domain, Land Code No. 828-XII, 1991 with amendments	are: recognition of equality among the parties to relationships regulated by it, inviolability of ownership, freedom of contract, prohibition to interfere with private affairs, free exercise of civil rights, guaranteed remedy of violated rights and judicial protection of the same	packages the court procedures can take years till the final decision will be apply.	Resettlement Action Plan (RAP) will be prepared where any temporary or permanent economic or physical displacement will occur. The access to land will be after payments compensation done. An active discussions with PAPs will be at early stages of Project commencement. Clear criteria for evaluation of land and loss of access to businesses and methods of compensations, procedures will be explained in the RAP.
e. ESMP development	ESS 1	EIA Law no.86 from 2014.	The ESMP is the main instrument for environmental & social risk governance in WB project in order to identify, prevent, monitor,	The legislation mentions about need for a list of projects to have EIA developed. For local roads is not the case. A formal environmental chapter has to be developed in	Site specific ESIA and/or ESMP will be developed for each BCP.

acquisition may also include: (a) acquisition of unoccupied or unutilized land whether or not the landholder relies upon such land for income or livelihood purposes; (b) repossession of public land that is used or occupied by individuals or households; and (c) project impacts that result in land being submerged or otherwise rendered unusable or inaccessible "Land" includes anything growing on or permanently affixed to land, such as crops, buildings and other improvements, and appurtenant water bodies

Environmental, Social and stakeholder risk	WB requirements	National legislation	Description	GAP in national legislation	Approach to be addressed
			report the impacts	the Detailed Design documents but the identification and monitoring of parameters is not indicated.	
f. SEP implementation with particular attention for vulnerable groups and individuals.	ESS10	Administrative Code, Law 86, etc.	Stakeholder consultation & involvement	The legislation stated that the documents on E&S has to be consulted. The Law do not require the consultation and involvement of interest parties during the implemation but mostly on the planning stages of infrastructure.	The project will implement the SEP including a an accessible, transparent and effective GRM, throughout the project lifecycle. The SEP includes differentiated measures to ensure that vulnerable and disadvantaged groups are engaged.
g. To promote the fair treatment, non-discrimination and equal opportunity of project workers. Internal GRM.	ESS2, SEP, LMP	Labour Code,	The Labour Code mentioning the possibility for internal complaint.	In reality is many cases is difficult to demonstrate discriminatory and unfair treatment and equal opportunity for workers. For example, in many cases the women are payed less for the same job/duties.	The LMP states the project's commitment to non-discrimination and access to a grievance mechanism for all project workers.
h. Community Health & Safety including	ESS4, ESMP, OHSP	Law on Health, Law on Environmental	The WB policies and documents mention the	During the maintenance and exploitation of roads and	The site-specific ESIA and/or ESMP will assess and mitigate health

Environmental, Social and stakeholder risk	WB requirements	National legislation	Description	GAP in national legislation	Approach to be addressed
incorporating universal accessibility in structural design.		Protection, Law on public Health, etc.	necessity of monitoring the impacts on communities at all stages: planification, construction, exploitation	other infrastructure the local E&S legislation is not clearly mentioned the needs for monitoring of parameters and impacts to the community (ex. Noise, dust, transport impact on the Communities').	and safety impacts to the community including labor influx and SEA/SH, during all project phases. The detailed design TORs will incorporate requirements for universal accessibility where technically and financially feasible.

3. ENVIRONMENTAL & SOCIAL BASELINE INFORMATION

3.1. Ungheni BCP area

Social and community interaction aspects

The closest locality to the future bridge and BCP Ungheni-Ungheni is Zagarancea commune (and Zagarancea village part of this commune).

Zagarancea

The commune of Zagarancea (Elizavetovca, Semeni and Zagarancea localities) is situated at a distance of about 4 km from Ungheni and 117 km from Chisinau, bordering Petresti, Todirești, Manoileşti and Ungheni. The vicinity of Project, the village of Zagarancea has an area of approximately 12.17 km^2 and a perimeter of 19.31 km. The village of Semeni has an area of 3.88 km^2 and a perimeter of 18.4 km. According to the 2014 census, the population of the commune is 3,299 inhabitants. Direct distance to the Ungheni city is 6 km away. Direct distance to the Chisinau city is 124 km away.

No sensitive receptors, such as schools, kindergartens, or hospitals, are located within a 1 km radius of the site. The nearest sensitive receptor is the Highschool in Ză̆ră̆ncea, located at 1100 meters away.

Table 5-1: Number of populations with usual residence, by sex, at the level of territorial administrative unit of the first level (village/commune, city/municipality), at the beginning of 2023, people[13]

Municipality/district	Village/municipality	Both sexes	of which:	
			Men	Women
UNGHENI district	ZAGARANCEA	2743	1352	1391

Most of the inhabitants of the commune, work in the Ungheni town., which is a rational center and an important city in the sphere of industry and services in Moldova. The inhabitants of the locality deal with agriculture or some of them are away to work abroad seasonally/temporarily.

The main project affected stakeholders are the residents of Zagarancea and BCPs users (including vulnerable and disadvantaged groups: people with disabilities, elderly people, low-income households, single women with children, families with many children, etc). An estimation of 30% of Zagarancea are vulnerable people.

Ungheni

The city of Ungheni is one of the most active cities in Moldova and attracts financial resources from international projects, grants and investments in economic development and infrastructure. The city is located on international transit routes to central Europe, having excellent conditions for the development of various businesses and for environmentally friendly agriculture. The main obstacle to the development of the region is the lack of qualified personnel needed for the new market economy. Currently, about 1,250 companies are registered in Ungheni, most of them in the sphere of trade - 179, but also in other branches of the local economy such as: industry - 38, agriculture - 29, construction – 16

[13] NBS www.statistica.md

Water supply system: Currently, in the city of Ungheni, 30,269 inhabitants (connection rate to water supply services is 79%) and Zagarancea village 1,614 inhabitants (connection rate 83%) are connected to the existing water supply system, managed by JV "ApaCanal Ungheni"

Sewerage networks**:** The municipality of Ungheni is covered with sewerage networks in proportion to 56%. In recent years, more than 12 km of new networks have been built with European money. In 2022, one of the largest projects was completed, with more than 8 km of sewerage networks built in a very compact sector of Dănuteni. More than 55 million lei were invested. Currently, one year after the commissioning of the respective sewerage networks, those who have connected constitute about 25% of the total number of potential consumers.

Wastewater treatment plant**:** The WWTP was built about 60 years ago, at a distance of 13 km from the municipality of Ungheni, in Valea Mare. It is already outdated and does not meet the new standards and requirements. Another station is needed. In this sense, pre-feasibility and feasibility studies were developed. The City Hall constantly has that subject in its sights. He raised this issue including with the Government, he is trying to identify funding sources. It must be known that enormous resources are required. ÎM "Apa Canal" does its best to keep all the equipment of this station in operation.

About the investments of the last years: Thanks to the EU4 Program Moldova: Key Regions, in the last 2-3 years it was possible to carry out several projects, which would improve the situation regarding the provision of water and sewage in Ungheni. A new main aqueduct was built on Națională street, the old one being very worn, so disturbances were recorded almost daily. The main artery that provides water supply to the Dănuțeni, Ungheni Deal, Ungheni Vale neighborhoods was also built. In addition, water losses have been significantly reduced. Thanks to the same Program, new sewer networks were built on 8 streets in the center and Berești-Vasilica. A new water reservoir was also built, with a capacity of 1000 cubic meters, which allows maximum security in terms of providing drinking water to the population of Ungheni.
A pilot project was also implemented regarding the installation of 1000 water meters with remote reading in the Danuțeni sector, which is currently in the testing period.

LPA consultation: In September there was a conversation with the mayor of the locality, Gaviuc Vasile, regarding BCP and the access road. He mentioned that the population agrees and can't wait for BCP and the access road to be built to move faster in Romania, but also to have jobs and additional income. Regarding the affecting of citizens by purchasing land, he mentioned that a large part of them are not processed, others are managed by an economic agent, others are not registered. He knows the situation and the inhabitants also know the procedures directly or indirectly because some of the villagers were expropriated when the Ungheni bypass road was built, which passes through the territory of Zagarancea commune. The construction of the 8 km long Ungheni city bypass (2014-2018) was financed with the support of the EU.

The public consultations was scheduled on the Preliminary ESIA in January 2024.

Environmental baseline:

Relief, Geology and climatic conditions
The relief is specific for the Central Plateau area of Moldova and is characterized by areas with gentle hills, wide valleys and the meadow of the river Prut. The average altitude is 65 meters above sea level. The main soils are chernozems, gray soils, forest soils and limestone. Cernozium predominates 75-80%.

The quality of agricultural soils according to soil structure is 61 points. The reserve of humus in the soil layer reaches 1 meter. Raw materials for construction such as clay, sand, gravel extracted from open quarries are extracted from Ungheni district. The hydrological network totals 2,706 hectares with the Prut river being the main constituent. It flows along the entire length of the district and has a course of 80.3 km, with 9 tributaries and 132 ponds. For rural areas, groundwater is the main source of water and is extracted from approximately 6,170 wells (including 70 artesian) and 67 springs. The climate of Ungheni district is temperate-continental. Summer is hot and long, and the winter is mild, with an average annual temperature of 8-9°C. Precipitation varies between 500 and 650 mm. Zagarancea commune is situated in Garla Mare subbasin.

The town of Ungheni is located on the left slope of the middle sector of the Prut river valley, in the contact zone of the southern limit of the Middle Prut Plain with the Codrilor Plateau. That's why on relatively small distance in the transverse direction of the valley, the absolute altitudes vary from approx. 30 m in approaches the bed up to more than 300 m on the interfluve in the central-western Codrii. The river valley has evolved within a platform structural unit – the central-eastern part of the Moldavian Platform and it began to be carved with the retreat of the sea from the end of the Middle Sarmatian and the beginning Upper Sarmatian, about 10 million years ago. Immediately the valley was fragmented into the formation of marine sediments (Middle Sarmatian), made up of a complex of clayey rocks and marls with intercalations of sand, known in specialized literature as "clays of Anoint". The newest warehouses that appear on the territory of the city and in its surroundings are those of terraces, consisting of sands and gravels at the base, clays and loessoid clays at the top, where the alluvium from the Prut meadow is added. The terraces on which the city extends are part of the group the young terraces - I and II, which were formed in the Upper Quaternary, starting about 125 thousand years ago. In the Holocene, about 10 thousand years ago, the alluvium began to accumulate form the current meadow and soils.
The relief in the radius of the city and Zagarancea commune is slightly uneven with absolute altitudes between 40-55 m. Energy relief reaches low values between 10-15 m, a situation that does not favor the intense manifestation of processes of erosion and landslides.
From a seismic point of view, the city of Ungheni is influenced by earthquakes generated by the Vrancea outbreak, located in the Carpathian bend area. Taking into account this, as well as the composition of the geological substratum of the city territory, constructions and technical-building installations must fall within some special regulations provided for seismic areas.
As a result of recent climate changes, the southern part of the country is increasingly vulnerable to the phenomenon of desertification. It increased the frequency and intensity of climatic phenomena unfavorable: droughts, heat waves, hail, storms, etc., leading to considerable losses in agriculture.

The waters of the aquifer complex of Lower Sarmatian – Middle Sarmatian, stored in sands and marlish limestone, are exploited or have exploitation potential. But the water quality is unsatisfactory, especially in the compartment of fluoride concentration, which exceeds the allowable norms. In the context of water resources valorization, a major environmental problem persists related to the poor state of the wastewater treatment plant.

Biodiversity - flora, fauna and protected areas

The Zagarancea and Ungheni falls within the forest-steppe zone, which from a floristic point of view is part of the Pontic-Sarmatic province, at its contact with the Central European province. But since the

city is located in the valley of the r. Prut vegetation has an azonal character. Along the riverbed dominate willow thickets and black poplar plantations. The meadow being capitalized is practically devoid of spontaneous vegetation. Green spaces in the city occupy 32.6 ha and 86.6 ha are part of the State Forest Fund. Very representative is the central park in the city with an area of 10 ha. In the past it was a nursery. Here are found practically all tree species representing spontaneous forest vegetation on the territory of the Republic of Moldova, including acclimatized species. Tree species are after a certain symmetry, forming separate rows or plots. The soil cover is part of the subregion of typical low-humiferous and carbonate chernozems of the steppe of the Middle Prut terraces. Alluvial, pond and meadow soils are developed in the meadow. They are suitable for practicing agriculture. Arable land owns most of the agricultural land. Risk factors:

- illegal logging and poaching;
- soil erosion/degradation;
- climate change and increased desertification;
- Epidemics.

The closest protected area on the Moldova is situated downstream at approximative 15 km - landscape reservation “Valea Mare” 373 ha.

The forest vegetation near the location is represented especially by spontaneous vegetation of shrubs and trees such as: willow, poplar, beech, rosehip, hawthorn, etc.
There are no portions of valuable forest in the project area that could be affected.
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The air quality and climate change aspects.

The main contribution to background pollution is due to traffic, heating, dust and industrial pollution from Ungheni town. There is not important polluters in the area. Main traffic pollutant are coming from R1 road and vehicle from Ungheni town. Also, heating of houses and municipal buildings are the main source during the winter period.

According to FS several calculation and descriptions were made:

Natural and climatic conditions

The projected road belongs to the third climatic zone. The climate of the site area is moderate continental, the average annual rainfall for this area is 480-525 mm. The dominant wind directions are from the northwest, from the south predominantly in the summer period, and in winter from the north. The average annual temperature is 9°C, the maximum reaching the absolute value of +39°C, and the minimum of -32.0°C - 34.0°C. . The maximum freezing depth of the earth in the frostiest winters is 80-85cm, the average 40-45cm. The highest decadal thickness of snow cover of 5% insurance, on open areas, is 15-20 cm, and on back areas 30-33 cm.

Geomorphologically, the road is located in the meadow of the Prut River, the left bank, the adjacent slope is a terrace of the Prut. The relief on the route of the road practically presents a flat area with a very small inclination towards the Prut river. Seismicity in this area – 7 degrees, Richter scale.

Hydrological and hydraulic

The hydrological study on the Prut River, in its hydrographic basin up to Ungheni, was carried out by Romanian specialists and coordinated with the Agency "Apele Moldovei". The drainage regime of the

Prut River in this section was determined, the quota of the calculation water level, for the probability of exceeding 1%, is 40.32m, Baltic System. The hydraulic study that determined the hydraulic dimensioning of the bridge and the related hydrotechnical works was also carried out by Romanian specialists. The calculation water level of 40.32m is one of the reference data, which was used by Universcons SRL to determine the parameters and design the embankment of the access road to the bridge. The access road does not have related hydrographic basins, which would have required hydrological, hydraulic calculations, respectively the construction of works of art for rainwater drainage. The direction of drainage of all atmospheric precipitation is parallel to the axis of the road, their discharge is in the Prut.

Detailed geotechnical study

The detailed geotechnical study for the access road to the bridge was carried out by specialists SRL Universcons. In order to determine the lithology of the lands in the area of the access road location, 2 geotechnical surveys with depths of up to 3.0m above the land level were executed through drilling. At the same time, there were studied and analyzed the materials of the surveys executed by Romanian specialists for the connection of the bridge on the territory of the Republic of Moldova.

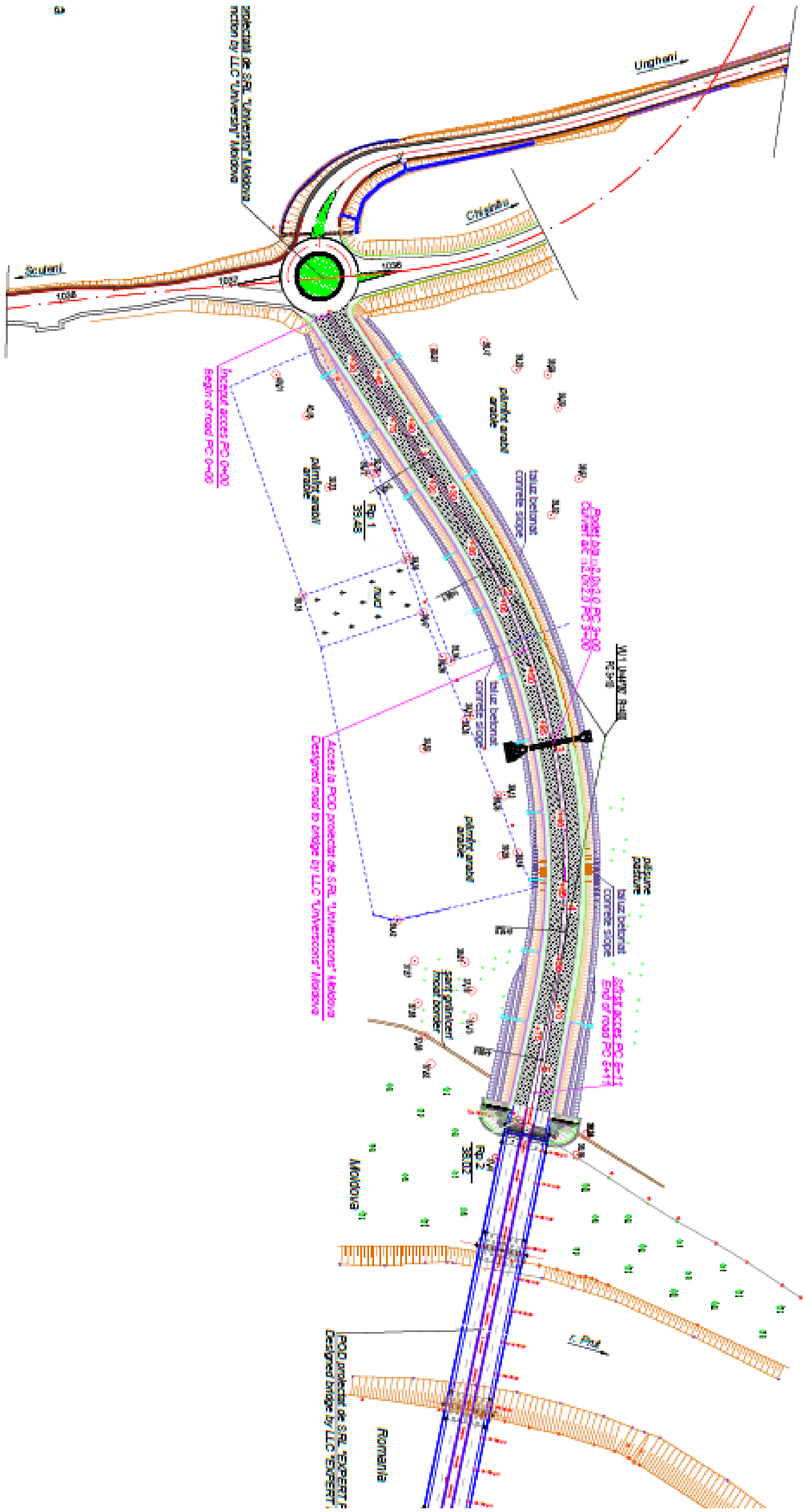
Drillings for the loan pit have not been executed, given that for the construction of the embankment of the access road to the bridge, lands from the borrow pit on the territory of the Todiresti administrative unit will be used, the project of which and these studies were elaborated within the project of the bypass road of the city. Ungheni.

The study was based on geological and geotechnical data obtained through direct field and laboratory investigations. The structure of the land on the site of the access road consists of soils, represented by dusty, lumpy clays, semi-hard consistency with carbonate inclusions. Groundwater was not detected at depths drilled by Universcons LLC specialists, but according to surveys conducted by Romanian specialists, they were intercepted at depths of 5.6-6.0m.

Detailed topographic survey

The detailed topographic study for the access road to the bridge was carried out by specialists SRL Universcons. The study includes the area between the location of the bridge on the territory of the Republic of Moldova and the place of intersection of the bypass road of the city. Ungheni with national road R1 sector Ungheni-Sculeni. The length and width of the area of topographic surveys is sufficient for the design of the works and allows highlighting the location and surfaces on which the proposed works will be carried out.

Access road scheme


Ungheni
Chişinău
Sculeni
Moldova
Romania
r. Prut

The absolute elevations, on the area of the lifts performed, vary from 37.5m to 41.8m. During the topographic works, it was verified and no existing public utility networks and installations were identified in the area where the execution works of the access road will be carried out

Land cover study

Within this study, the area of occupied land was calculated, assessing their cost within the limit of the expropriation corridor of the access road.

According to calculations, the area of occupied land is 2.33ha. The Design Institute for Territorial Organization (IPOT), according to the regulations in force, selectively determined the thicknesses and creditworthiness of the vegetation layer on the occupied lands, which served as a reference to the calculation of quantities and the estimation of the costs of landworks, also the calculation of the amount of compensation of landowners according to the area subject to expropriation for the cause of public utility and the unit value of compensation, in accordance with Laws No. 1308-XIII of 25.07.1997 and No. 488-XIV of 08.07.1999. This is without needs of construction of BCP.

3.2. Leuseni area

Leuseni mayoralty
It is composed of 2 villages: Leuşeni and Feteasca. The village is 44 km away from Nisporeni and 76 km away from Chisinau. The commune is bordered to the north by the village Cotul Morii, to the west by Romania and to the south by the village Calmaţui.
Leuseni commune can be divided into three parts: old village, new village and Feteasca village. Landslides in 1998 destroyed part of the old village. This catastrophe led to the creation of a new village on the opposite side of the M1 road. Currently, the new village and the old village are inhabited.

Leușeni is located on two hills on the banks of the Prut River and is crossed by the Nîrnova stream. It is the first locality upon entering the Republic of Moldova at the Leușeni- Albița border crossing point.

The customs point, serves as a workplace for many villagers also the connection infrastructure as petrol stations and other public infrastructure. The agricultural land is that people use predominately for their income (where grain and grape crops predominate).

The number of populations with usual residence, by sex, at the level of territorial administrative unit of the first level (village/commune, city/municipality), at the beginning of 2023[14]

People

Municipality/district	Village/municipality	Both sexes	of which:	
			Men	Women
R-UL HINCESTI	LEUSENI	1305	653	652

General data about the locality	
Total area	2839,37 ha

Demographic and socio-economic data			
	2004	*2014*	*2020*

[14] Statistica.md

Built-up area	240.67 ha
including: - Leuseni	200.67 ha
- Feteasca	40 ha
Length of streets	25.6 km

Total population,	2323	2046	2006
including: - Leuseni	2166	-	1943
- Feteasca	157	-	63
Total households			624 (incl. 44 in Feteasca)

Social objects		
	Secondary school	***Kindergarten***
Number of children	203	98
Nr. of employees	34	20
Water source	Fountain/probe	
Indoor water network	yes	
Sewerage network int.	yes	
WWTP local	yes	
Cesspit	-	

	City hall	***Health center***
Number d employees	*15*	*4*
Water source	Fountain/probe	
Indoor water network	yes	yes
Indoor sewer network	yes	yes
Treatment plant	yes	yes
Cesspit	-	-

The main project affected stakeholders are the residents of Leuseni and BCPs users (including vulnerable and disadvantaged groups: people with disabilities, elderly people, low-income households, single women with children, families with many children, etc). An estimation of 38% of Leuseni are vulnerable people.

Centralized sewerage infrastructure is in process of construction. Also, the improvement of WWTP with a capacity of 200 m3 per day.

The kindergarten has an internal sewage system, including indoor toilets (4 sanitary points).

There is a waste water treatment plant built in 2017-2018 for wastewater from gymnasium, kindergarten, town hall and health center.

No sensitive receptors, such as schools, kindergartens, or hospitals, are located within a 1 km radius of the site. The nearest sensitive receptor is the Highschool in Leuseni, located at 4200 meters away.

Environmental baseline:

Relief , Geology and climatic conditions

The relief is specific for the Central Plateau area of Moldova and is characterized by areas with gentle hills, wide valleys and the meadow of the river Prut. The average altitude is 35 meters above sea level. The main soils are chernozems, gray soils, forest soils and limestone. Cernozium predominates 75-80%. The quality of agricultural soils according to soil structure is 61 points.

The climate of Hancesti district is temperate-continental. Summer is hot and long, and the winter is mild, with an average annual temperature of 8-9°C. Precipitation varies between 500 and 550 mm. Leuseni commune is situated in Nirnova river subbasin.

The Leuseni area is located on the left slope of the middle sector of the Prut river valley, in the Codrilor Plateau. That's why on relatively small distance in the transverse direction of the valley, the absolute altitudes vary from approx. 30 m in approaches the bed up to more than 300 m on the interfluve in the central-western Codrii.
From a seismic point of view, the territory is influenced by earthquakes generated by the Vrancea outbreak, located in the Carpathian bend area. Taking into account this, as well as the composition of the geological substratum of the city territory, constructions and technical-building installations must fall within some special regulations provided for seismic areas.

As a result of recent climate changes, the central part of the country is increasingly vulnerable to the phenomenon of desertification. It increased the frequency and intensity of climatic phenomena unfavorable: droughts, heat waves, hail, storms, etc., leading to considerable losses in agriculture.

The waters of the aquifer complex of Lower Sarmatian – Middle Sarmatian, stored in sands and marlish limestone, are exploited or have exploitation potential. But the water quality is unsatisfactory, especially in the compartment of fluoride concentration, which exceeds the allowable norms. In the context of water resources valorization, a major environmental problem persists related to the poor state of the wastewater treatment plant.

Biodiversity - flora, fauna and protected areas

Leuseni falls within the forest-steppe zone, which from a floristic point of view is part of the Pontic-Sarmatic province, at its contact with the Central European province. But since the city is located in the valley of the r. Prut vegetation has an azonal character. Along the riverbed dominate willow thickets and black poplar plantations. The meadow being capitalized is practically devoid of spontaneous vegetation. Here are found practically all tree species representing spontaneous forest vegetation on the territory of the Republic of Moldova. Tree species are after a certain symmetry, forming separate rows or plots. The soil cover is part of the subregion of typical low-humiferous and carbonate chernozems of the steppe of the Middle Prut terraces. Alluvial, pond and meadow soils are developed in the meadow. They are suitable for practicing agriculture. Arable land owns most of the agricultural land.

The closest protected area is situated downstream at approximative 3 km - The "Dancu" Forest Reserve is a natural area protected by the state. It covers an area of 131 ha, near the village of Dancu, Hînceşti district, Cărpineni forest bypass.

Forests
The forest vegetation near the location is represented especially by spontaneous vegetation of shrubs and trees such as: willow, poplar, beech, rosehip, hawthorn, etc. There are no sectors of valuable forest in the project area that could be affected.

Fauna
The fauna of the Republic of Moldova includes about 14,800 species of animals, among which:

- Vertebrates: 461 species (mammals 70 species, birds 281 species, reptiles 14 species, amphibians 14 species, and fish 82 species).
- Invertebrates: 14,339 species, including insects (approx. 12,000 species).

The analysis of scientific data on populations of fauna species protected in the territory of the Republic of Moldova, as compared to the IUCN, AEWA, CMS, BERNE data.

Due to geographic positioning and the presence of diverse habitats on the territory of the RM, optimal conditions area ensured for a big number of species of birds, many of them being critically endangered, endangered, and vulnerable not only on the territory of the RM, but also at the European and global level. Moreover, many characteristic species of birds are at the limit of their areal, being much more vulnerable and endangered than other populations of these species from the RM neighboring states.

The status of birds' species in the RM, registered at the international level in the Red List of IUCN, sets forth 3 Endangered species, 7 Vulnerable species and 5 Near Threatened species.

Wild animals being migratory species, can be present in any season and part of the day (day, night) around road construction and operation. In this sense, at the construction stage it is important to carry out the monitoring of fauna species (especially small mammals and birds).

The air quality and climate change aspects.

The main contribution to background pollution is due to traffic, heating, dust and transboundary pollution. There is not important polluters in the area. Main traffic pollutant are coming from and to BCP M1 road and vehicle from Romania.

3.3. Giurgiulesti area

Giurgiulesti village

The population according to the last census in 2014 is 2,866 inhabitants

According to information updated by the National Bureau of Statistics, in 2023 the number of populations is decreasing. Number of populations with usual residence, by sex, at the level of territorial administrative unit of the first level (village/commune, city/municipality), at the beginning of 2023[15]

People

Municipality/district	Village/municipality	Both sexes	of which:	
			Men	Women
R-UL CAHUL	GIURGIULESTI	1970	929	1041

The ethnic structure of the population within the locality looks like this[16]:

- Moldovans — 2,434;
- Romanians — 382 (these are not citizens of Romania, but citizens of the Republic of Moldova who declared themselves "Romanians" in the census);
- Ukrainians — 15;
- Gagauz — 7;
- Russians — 7;

[15] www.statistica.md

[16] According to 2014 census

- other / undeclared — 21.

No sensitive receptors, such as schools, kindergartens, or hospitals, are located within a 1 km radius of the site. The nearest sensitive receptor is the Highschool in Ghiurgiulesti, located at 1070 meters away.

The main stakeholders are the residents of Giurgiulesti and BCPs users (including vulnerable and disadvantaged groups: people with disabilities, elderly people, low-income households, single women with children, families with many children, etc). An estimation of 28% of Leuseni population are vulnerable people.

Giurgiulesti Village consists of Cahul District, located at latitude 45.4816, longitude 28.1972 and altitude of 49 meters above sea level. Direct distance to the city. Cahul is 42 km away. Direct distance to the city. Chisinau is 167 km away.

Giurgiulesti is a living village, equipped with natural gas networks and drinking water supply system from 6 artesian wells with a depth of 125-135 m, sewerage project under implementation, fixed and mobile telephony networks, fiber optic internet. The attractiveness of the village is confirmed, first of all, by the successful location with border crossings to Galati, Romania and Reni, Ukraine, but also by the opportunities to get employed. An important source of employment is GIFP - Giurgiulesti International Free Port, where more than 40 economic agents operate. The Oil Factory of Trans Oil Group in 2021 opens its activity. In Giurgiulesti there are other job opportunities: the Railway Station, the Border Police, the Customs Service, the Fire Unit, education, etc., some people from Giugiulesti are even employed in Galati, Romania.

More investments in the region were implemented or are planned:

- The bridge connecting Galati to Giurgiulesti village in Moldova was built in 1949 and was rehabilitated at the end of 2021.
- In 2022, the broad-gauge railway line connecting Galati port to Giurgiulesti was reopened, after a CFR Infrastructure project whose purpose was for freight trains coming from Ukraine with grain to unload directly at Galati port, without needing transshipment at the border.
- Investments have also been made in the area near the border crossing point lately. Following a project of Galati County Council and the Romanian National Road Company, a modern road will be built that will connect Giurgiulesti customs to the bridge over the Danube in Brăila.
- Extension of Giurgiulesti cargo port is planned soon. An ESIA was developed and are in the process of approvals at transborder level.
- The construction works of the M3 Chisinau-Giurgiulesti national road, made with the help of the European Bank for Reconstruction and Development, are expected to be completed (Slobozia Mare-Giurgiulesti bypass).

Social institutions:

- The Theoretical Sports High School "M. Sadoveanu" is attended by about 300 students. Even if the institution is managed by local authorities of level II, during the last years Giurgiulesti City Hall has invested considerably in the material base of the school: repairing the block of primary classes, the high school canteen, but also the three levels (over 4 million lei), creating adequate conditions for the functioning of the institution.

- The capital repair of the kindergarten "Albinuța". The 115 children benefit from very good conditions of activity in the institution: adequate sanitary nodes, spacious, bright spaces, quality food subsidized from local budget sources.
- The Giurgiulesti Health Center was repaired, furnished and equipped with state-of-the-art laboratory equipment.
- House of Culture - the cultural center of the village, where over 60 children and three model ensembles, with love for the nation and folklore, dance and song.
- The famous Village Museum "Culture and Civilization at Gura Prutului" is the business card of the locality, a building dating from 1936 was built by the Romanian authorities in Gura Prutului County. Galati, with destination School.

Interaction with LPA: An online discussion held in August 2023 with Tatiana Gălăţeanu, mayor of Giurgiuleşti to discuss the local problems: traffic, environmental & social issues related with the Road, BCP, GFIP etc. A number of documents were shared related with grievances received and redirected to the Ministry/ SRA/ Governmental level. The main issues of complain of population is related with heavy traffic going thru locality and parking of trucks in the vicinity and associated environmental & social risk with that: noise, vibration, household wastes, blocking the entrances, limited access, etc.

Site visit on Giurgiulesti area (Mayoralty, MCS platform, BCP, Roads): August 8, 2023. Meeting with Head of MCS head office in Ghiurgiulesti. TheMCSexplained the situation of the BCP, the needed investments included in the Project and necessity of extensions.

Environmental baseline:

Relief , Geology and climatic conditions

The relief is specific for the south area of Moldova and is characterized by areas with gentle hills, wide valleys and the meadow of the river Prut. The average altitude is 25 meters above sea level. The main soils are chernozems, gray soils, forest soils and limestone.

The climate of Cahul district is temperate-continental. Summer is hot and long, and the winter is mild, with an average annual temperature of 8-9°C. Precipitation varies between 450 and 500 mm. Giurgiulesti village is the southern locality of Moldova situated at the confluence of Prut and Danube. Giurgiulesti is the only locality of the country with access to Danube. Also, only locality neighboring in the same time with Romania and Ukraine.

The Giurgiulesti area is located on the left slope of the lowest sector of the Prut River valley.
As a result of recent climate changes, the southern part of the country is increasingly vulnerable to the phenomenon of desertification. It increased the frequency and intensity of climatic phenomena unfavorable: droughts, heat waves, hail, storms, etc., leading to considerable losses in agriculture.

Biodiversity - flora, fauna and protected areas

The project area in Giurgiulesti is located in the valley of the r. Prut vegetation has an azonal character. Along the riverbed dominate willow thickets and black poplar plantations. The meadow being capitalized is practically devoid of spontaneous vegetation. Here are found practically all tree species

representing spontaneous forest vegetation on the territory of the Republic of Moldova. Tree species are after a certain symmetry, forming separate rows or plots. The soil cover is part of the subregion of typical low-humiferous and carbonate chernozems. Alluvial, pond and meadow soils are developed in the meadow. They are suitable for practicing agriculture. Arable land owns most of the agricultural land.

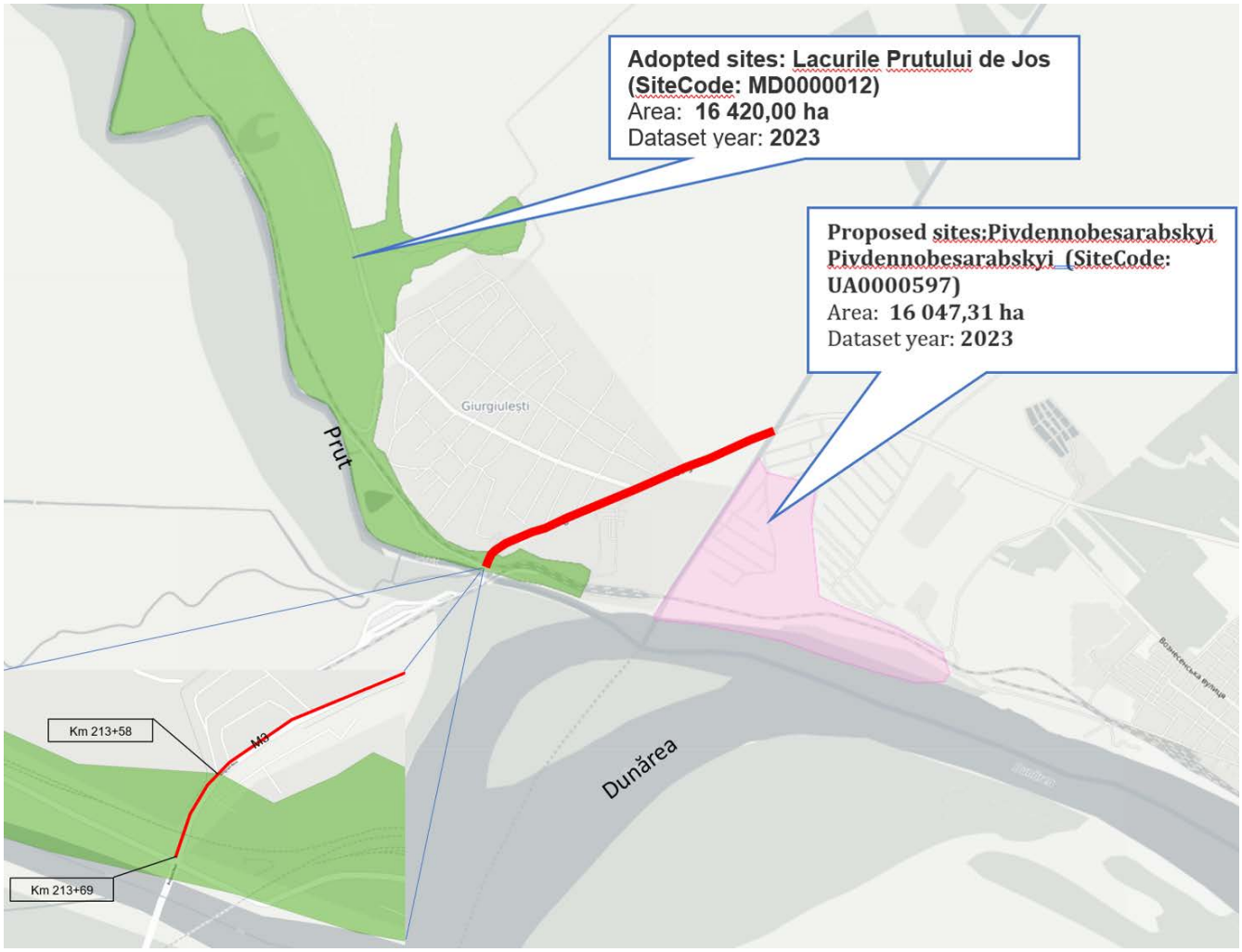
The protected area is situated upstream at approximative 6 km – The 'Prutul de Jos' Natural Reserve is a natural area protected by the state. It covers an area of 1755,4 ha, near the villages of Slobozia Mare and Caslita-Prut, Cahul district.

The project area includes the Lower Prut Biosphere Reserve and the Wetland of International Importance "Lower Prut Lakes (no.1029 on the Ramsar List)" cover also the Platform area.

The planned activity is located outside the core protection zone of state protected natural areas designated by Law no. 1538/1998 on the fund of state protected natural areas, core areas of local importance and outside the protection zones of surface waters.

The study area is overlapping with the Lakes of the Lower Prut Emerald site, see image below. The site is represented by meadow ecosystems (forest, aquatic and wetland) in the lower Prut River.

Also, the site is a part of Biosphere reserve „Prutul de Jos"



The picture of the protected areas and core of ecological network.

M3.1 road with red show the main road connecting BCP of Reni (MD-Ukr) and Giurgiulesti BCP (MD-RO).

Forests

The forest vegetation near the location is represented especially by spontaneous vegetation of shrubs and trees such as: willow, poplar, beech, rosehip, hawthorn, etc. There are no sectors of valuable forest in the project area that could be affected.

Fauna

The fauna of the Republic of Moldova includes about 14,800 species of animals, among which:

- Vertebrates: 461 species (mammals 70 species, birds 281 species, reptiles 14 species, amphibians 14 species, and fish 82 species).
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level. Moreover, many characteristic species of birds are at the limit of their areal, being much more vulnerable and endangered than other populations of these species from the RM neighboring states.
The status of birds' species in the RM, registered at the international level in the Red List of IUCN, sets forth 3 Endangered species, 7 Vulnerable species and 5 Near Threatened species.
Wild animals being migratory species, can be present in any season and part of the day (day, night) around road construction and operation. In this sense, at the construction stage it is important to carry out the monitoring of fauna species (especially small mammals and birds).

The air quality and climate change aspects.
The main contribution to background pollution is due to traffic, heating, dust and transborder pollution. There are not important polluters in the area. Main traffic pollutant is coming from and to BCP M1 road and vehicle from Romania.

4. POTENTIAL ENVIRONMENTAL & SOCIAL RISKS AND IMPACTS

Preliminary ESIA purpose, approach and methodology

The ESIA for Component B was focused on main environmental and social aspects such as: physical environment (geology, geomorphology, soil, water, air, noise and vibration etc.), climate change, landscape and visual environment, biological environment including protected areas, and socio-economic environment.

The scope of the Preliminary ESIA is the two access road sections in Ungheni & Leuseni and three BCPs in Leuseni, Ungheni (Zagarancea) and Giurgiulesti.

It is understood that the Project may be subject to local environmental impact assessment (EIA) with associated public consultation and public disclosure in accordance with local/national legal and permitting requirements.

The E&S Assessment (ESIA&ESMP) is to be carried out in accordance with:

4. Applicable local, national and regional requirements, including those related with environmental and social impact assessments;
5. The WB ESF and ESS 1, and relevant European Union (EU) requirements (including, but not limited to, the EU EIA Directive); and,
6. Relevant international conventions and protocols relating to environmental and social issues, as transposed into national legislation.

The objective of the Assessment is to identify and assess the potentially significant existing and future adverse environmental and social impacts associated with the Client's current operations and the proposed Project, assess compliance with applicable laws and the WB ESS, determine the measures needed to prevent or minimize and mitigate the adverse impacts, and identify potential environmental and social opportunities, including those that would improve the environmental and social sustainability of the Project and/or the associated current operations.

The E&S assessment process is commensurate with, and proportional to, the potential impacts and issues of the Project and the Client's existing operations. The E&S assessment covers, in an integrated way, all relevant direct and indirect environmental and social impacts and issues of the Client's operations, the Project and the relevant stages of the project cycle (e.g. pre-construction, construction, operation, and decommissioning or closure and reinstatement). roads

The method used for identification of potential significant impacts of the project during the scoping stage were:

Site visits:

The visits of each location were several times to document the actual situation and assess the possible impacts to the environment and social risk. During these visits were met the SRA and MCS employees. Also, separate discussions with LPA in the area of impact held.

A meeting with Environmental Agency was organized in SRA in order to clarify the EIA Law requirements related to road projects especially when the preliminary data is limited.

A specific meeting with SRA was organized for clarification of land acquisitions issues on Ungheni BCP.

A dedicated meeting on SEP and public consultation process also was organized.

Reviewing of existing reports and information:

A number of information received from Project partners and other authorities were reviewed:

- Updated Feasibility Study (FS) and design for access road in Ungheni to bridge
- Feasibility Study (FS) for extension of connection roads of Leusen BCP and concept of extension of BCP
- Environmental permit for M1 km0-1 (Leuseni BCP)
- Preliminary report on land acquisition for access road to Ungheni BCP
- Preliminary data and maps related with associated facilities (bridge over Prut and BCP) in Ungheni, including ESIA developed by Romania and received the Environmental Permit.
- Set of data and preliminary environmental assessment for bridge rehabilitated in Leuseni by SRA
- Detailed Design and concept for extension of parking area near Giurgiulesti
- FS and DD for R34 road in Giurgiulesti, including bypass of Giurgiulesti concept (associated facilities)
- List of accepted investments by EU and WB for BCP upgrade/construction and equipment.
- Preliminary FS and DD for Giurgiulesti bypass and M3.1 road.
- The Project Concept Note (PCN)
- Etc.

The screening criteria for risk assessment used at this stage of project's Component B pre-feasibility stage. Impact Assessment – Short Methodology Note

The method proposed for the Environmental and Social Impact Assessment determines the **significance of an impact** on an environmental / social component (the impact receptor) according to four (4) criteria:

1. intensity (determined according to the value/vulnerability of the impact receptor and the magnitude of the effect),
2. duration (the temporal aspect); and
3. extent (spatial aspect).
4. Likelihood

The significance of an impact is decided by evaluating its intensity, duration, extent, and the likelihood of an impact occurring within the certain context (geographic scope and scale).

Relationship Between Likelihood and Significance

The **significance of an impact** is determined by combining:

- **Likelihood of the impact**: As outlined above.
- **Magnitude of the impact**: The extent, severity, or duration of the impact.

A matrix for assessing the significance of an impact on environmental or social components based on the four criteria: intensity, duration, extent, and likelihood.

Environmental and Social Impact Assessment Matrix

Impact Receptor	Project phase	Intensity (Value/Vulnerability & Magnitude)	Duration (Temporal Aspect)	Extent (Spatial Aspect)	Likelihood (Probability)	Significance
		Low / Moderate / High	Short / Medium / Long	Local / Regional /	Rare / Possible / Likely	Low / Medium / High
		Low / Moderate / High	Short / Medium / Long	Local / Regional / National	Rare / Possible / Likely	Low / Medium / High
		Low / Moderate / High	Short / Medium / Long	Local / Regional / National	Rare / Possible / Likely	Low / Medium / High

Criteria Definitions

1. Intensity: This combines the value/vulnerability of the impact receptor and the magnitude of the effect.
    - Low: Minimal impact on the receptor.
    - Moderate: Noticeable impact, but manageable within existing thresholds.
    - High: Significant impact, potentially exceeding acceptable thresholds.
2. Duration: This refers to the temporal aspect of the impact.
    - Short: Impact lasts for a brief period (e.g., days to weeks).
    - Medium: Impact lasts for a moderate period (e.g., months to a few years).
    - Long: Impact lasts for a long period (e.g., several years to permanent).
3. Extent: This refers to the spatial aspect of the impact.
    - Local: Impact is confined to the immediate area.
    - Regional: Impact extends beyond the immediate area to a broader region.
    - National: Impact has widespread or country implications.
4. Likelihood: This refers to the probability of the impact occurring.
    - Rare: Unlikely to occur.
    - Possible: Could occur under certain conditions.
    - Likely: Expected to occur under normal conditions.

Significance Determination

- Low: Insignificant impact, minimal measures required.
- Medium: Moderate impact, some mitigation measures needed.
- High: Significant impact, extensive mitigation measures required.

- If you need further customization or more detailed examples, feel free to ask!The Preliminary ESIA will be updated at the detailed design stage by taking into consideration specific data from DD process, social aspects, resettlement risks, OHS risks etc. and the Site Specific ESMP developed at the DD stage shall be used for construction, operation, and decommissioning of the project as needed to ensure compliance with the applicable standards by the Contractor and the Beneficiary (Operator).

In the table no. 2 can be seen the significant increasing of traffic in 2022 thru proposed BCP to be extended / constructed. These are most used BCP for connection to Romania/EU and also transit for Ukraine. Construction of a new BCP in Ungheni will decrease the traffic in Sculeni BCP, partially from Leuseni. Leuseni BCP is the most crossed terrestrial point in Moldova and definitely need an extension and improving the safety and sanitation facilities.

The Giurgiulesti actual platform (parking truck area) is impossible to cover all the needs of trucks in that area as hundreds of cars is still waiting on the road shoulders every day.

Table 2-1: Traffic on the Project BCP for the last 5 years[17]

Name of customs post	Transport units	2017	2018	2019	2020	2021	2022
Leuseni	Cars	613805	708802	754471	285568	524134	762501
	Trucks	211227	212425	217547	205061	213362	296647
	Buses	37502	41558	42823	20011	29896	45596
	Passenger	2968390	3434849	3572820	1371698	2288811	3746416
Sculeni	Cars	573592	586284	623926	189559	393181	646261
	Trucks	107471	89724	79490	65950	86500	104420
	Buses	21778	22039	24376	13043	15969	26860
	Passenger	2051635	2029044	2117636	682073	1199886	2222054
Giurgiulesti – Galati	Cars	452334	517354	537938	210645	265146	382307
	Trucks	64561	68334	73239	83500	63731	99272
	Buses	4119	4937	5743	4233	2026	4041
	Passenger	1353602	1518294	1641688	713767	699237	1094199
Giurgiulesti – Reni	Cars	68430	88381	108821	32291	36256	57511
	Trucks	59283	73752	79676	57883	66652	78353

4.1. General risk and impacts of MRCP, Component B

a. Water Quality

Wastewater generated during the construction phase will be (i) the domestic residential sewage and wastewater from the work sites, (ii) washing water from the vehicle and machinery maintenance, and (iii) muddy runoff along with particles in rainy days.

b. Noise

A significant increase in noise is expected during construction, due to various construction and transport activities. Construction facilities and equipment will include bulldozers, excavators, graders, stabilizers,

[17] Custom Service provided information

concrete mixers, drills, rollers, poker vibrations, concrete pumps, loading machines, and other heavy machineries.

Large amounts of waste materials will be transported to and from the construction sites, frequently during a 8~10 h workday during the construction period. Activities with intensive noise levels will not only have an impact on the residents, but may cause injury to construction workers during operating the equipment. Therefore, these mitigation measures are essential for construction activities to meet Moldovan construction site noise requirements and to protect sensitive receptors.

Noise from access road

The main sources of noise and vibration in the work area during the construction period are the machines and construction plant. According to SN no. 2.2.4 / 2.1.8.562-96, the noise level in the work area must not exceed 80 dB.

The environmental impact during the construction period is due to emissions from road machines and plant, emissions from transportation trucks of bulk materials, during preparatory works and embankment construction, during the construction of road structures, during reinstatement works of lands temporarily occupied.

When such works are performed, the following gases are released into the atmosphere: carbon oxides, hydrocarbons, nitrogen and sulphur oxides, soot, inorganic dust, etc.

Emissions due to operation of machines and plant

The sources of pollutant emissions from machines and plant are the fuel combustion products and abrasion products from adhesion of wheel tires to the road surface. So, there are emissions of: carbon oxides, hydrocarbons, nitrogen oxides, soot, etc. The maximum emissions occur in the cold season.

Emissions from haulage trucks of bulk materials

To ensure year-round delivery of road construction materials, products and structures, the existing roads are used.

During transportation of bulk materials (sand), pollutant emissions and components of car exhaust gases are released. Dust can be released when it is disturbed the bulk material (weighed material) during transportation by truck

Emissions during preparatory works and embankment construction works

The preparatory works are carried out in stages. Clearing of the road area takes place gradually as the embankment works are performed. During preparatory embankment construction works, the following types of works are performed:

- *Road route survey*
- *Cut of trees and removal of roots*
- *Removal of structures in the road area*
- *Removal of top soil from the totally occupied area*
- *Stockpiling of top soil at the road limit line*
- *Relocation of communications which fall on the way of the road*

- *Levelling and compaction of soil during embankment construction*
- *Soil water spray to obtain the optimal moisture*
- *Performance of trenches and ditches for discharge of meteoric waters.*
- *Transportation and spread of top soil (recultivation).*

During the works, dust emissions, as well as toxic gas emissions occur from the operation of engines and transportation plant.

Bitumen, which is used for the waterproofing is heated in special tanks. When the bitumen is heated, hydrocarbons and burnt gases are released from its surface: sulphur, carbon and nitrogen oxides.

c. Soil Quality

Rainfall runoff from the construction sites may pollute the soil. Therefore, during rainstorm days the excavation activities should be avoided. Stripped topsoil will be stockpiled. A drainage system will be built to minimize the soil erosion. Settling ponds will be built on the construction sites. Soils in settling ponds will be cleared for use as refill soils on the construction costs. The soils on the tires of construction vehicles should be regularly cleaned. After the construction, the excavated soils should be refilled on construction site. As soon as refill and land leveling is done, re-vegetation with trees and grasses should be undertaken. All these costs have to be reflected in BoQ of the detailed design Consultant. A method statement regarding this issues have to be prepared by the selected construction Constructor.

d. Protected areas

Emissions from vehicles and machinery could potentially impact the plant life along transportation routes and surrounding areas due to air pollution. These impacts are short-term and are considered to be minor impacts on the ecosystems and protected areas. The most sensitive are the Prut River and protective strip. Additionally, the sensitivity of the Prut River and its protective strip suggests that special attention should be given to these areas to prevent and mitigate potential environmental harm. Regular monitoring, environmental impact assessments, and implementing measures to reduce emissions can help manage and minimize these impacts.

e. Impact of community health and safety risks (including vulnerable and disadvantaged groups)

- **Community health and safety.** The risk is associated with the potential for adverse impacts on nearby communities from unsecured worksites, management of traffic from construction vehicles, and labor management. While a substantial number of jobs will be created, it is not expected that the Project area will experience substantial labor influx as most of the skills required by contractors can be sourced locally in Moldova but will be transported to other regions. External workers, expat and national, will be accommodated at existing housing in the area towns houses that are normally rented out for such purposes, which has been prior practice by Construction companies in similar projects. There will be no encouraged dedicated camps established for worker accommodation in the project. Even that, it cannot exclude the foreign or local companies will intend to open work camps. Specific requirements to manage risks associated with labor influx, related to interaction between project

workers and local communities, such as communicable diseases and gender-based violence, are managed through contractual requirements, code of conduct and training set out in Project documents. These procedures are guided by national legislation and ESS2 and ESS4. These requirements will be dealt with through the PIU and workers codes of conduct for contractor staff. Additionally, the SEA/SH impacts are assessed below in this chapter. In site-specific ESMPs and construction ESMP will also cover management of risks related to community health and safety and will propose mitigation measures.

- **Occupational health and safety.** The risk may be accidents of falling into ditches or heights, bridges, culverts, collapsing of deep excavations like deep trenching, etc. The risks assessment will be developed for each subproject and updated during the implementation of the project. Mitigation measures will be placed for all identified risks in the OHS Plan. Specific requirements to manage health risks associated with interaction of project workers and local communities, such as communicable diseases and gender-based violence, are managed through contractual requirements, code of conduct, awareness raising, and training set out in this document. These procedures are guided by national legislation and ESS2 and ESS4.

- **Labor influx.** Construction activities under the project will result in job creation but it is not expected that the Moldova and subprojects areas will experience any substantial foreign labor influx. The estimation number of jobs/workers, based on other projects experience, will be up to 30 workers daily depending of season and type of works. This includes skilled and unskilled workers per BCP / or access road. Thus, SRA PIU will minimize the risk of labor influx by requesting contractors to prioritize recruitment of unskilled local labor in the project areas consequently, minimum labor camps will be established. However, the project Contractors will recruit external workers with specialized skills, who will accommodated in local hotels or houses. This has been a practice by other Contractors in previous and similar projects (civil construction, water, sanitation, roads). Labor risks including labor influx and associated Gender-Based Violence (GBV), and child labor are considered low given the small size of subproject construction works and the adherence to the national labor code which prohibits forced labor (article 10, Labor Code). Our national authorities as police, migration office, SRA, MCS, border police will be regularly present on site for monitoring. Also, on daily basis the Construction Supervision Consultant will monitor the presence on site and GRM procedure. Since civil works to be supported under the project will be small in scale according to implication of number of people and machinery (5-25 type of machinery in the same time on site and 30 employees), and prioritized by Project and together with local communities themselves, the risk of forced labor is expected to be small. This is because the enforcements of national legislation related to these issues is high and punishments are very serios. In March 2024, Moldova's Parliament approved revisions to the Labor Code and the Contraventions Code, which specifically penalize the employment of a minor without the use of an employment contract. Additional revisions are in process which will address Moldova's light work framework for children who are 15 years of age, but at present, the law does not specify the conditions in which light work may be undertaken. Nonetheless, the contractor will be required in the contract to commit against the use of child and forced labor, introduce mitigation measures against GBV, and Project staff in charge of contractor supervision will monitor and report the absence of forced labor.

There will be site-specific ESMPs and OHSPs, prepared by the environmental and social specialists, H&S consultants, which the contractor must comply with and it will indicate all risks and mitigation measures for all the identified social and labor risks. The main labor risks associated with the project are assessed to be related to the potentially hazardous work environment, the

associated risk of accidents for workers engaged in the project and the community and labor influx.

The PIUs will ensure that GBV risks are adequately mitigated and addressed. The prevention measures will include but will not be limited to: Code of Conduct for all project workers , GBV-sensitized grievance mechanism, awareness raising of all project workers and community members on GBV risks and mitigation measures. This SEA/SH-responsive GRM and development of referral service will be prepared according to international best practice and national legislation. On 17.11.2022 Law no. 316 for the amendment of some normative acts (ensuring the rights of victims in the case of crimes regarding sexual life and family violence) - Law no. 316/2022. Through this law, amendments and additions were made, among others, to the Criminal Code of the Republic of Moldova. After the entry into force of Law no. 316/2022, art. 173 CP RM has the following content: "Article 173. Sexual harassment (1) Sexual harassment, i.e. the pretense of a sexual act or other action of a sexual nature through physical, verbal or non-verbal behavior, if this creates an unpleasant, hostile, degrading, humiliating, discriminatory or insulting atmosphere for the victim, carried out taking advantage by the state of dependence of the victim or by threat, provided that the deed does not meet the elements of rape or non-consensual sexual acts, is punishable by a fine in the amount of 500 to 650 conventional units or by unpaid community service from 120 to 180 hours, or by imprisonment for up to 2 years. (2) The same act knowingly committed against a minor is punishable by imprisonment from 3 to 7 years"

f. Labor, SEA/SH risks

SRA PIU will conduct regular monitoring to ensure proper OHS implementation during works. The OHS representative will be responsible to provide regular reports to ESS unit of PIU.

SEA/SH & Gender Based Violence (GBV)

The contractor is required to address the risk of gender-based violence by providing training and awareness raising sessions for the workers to refrain from any unacceptable conduct towards local community members, particularly women, and ensure implementation of codes of conduct. Moreover, the contractor is obliged to inform their workers about the legal consequences and punishment by law of sexual harassment and gender-based violence.

In addition, the above statement, each of the contractors and construction companies shall include SEA/SH and GBV prevention to their ESMP & OHSP.

Non-discriminatory Nature of Employment

All the workers hired under the project, whether direct, contracted or sub-contracted, will be employed based on the principles of non-discrimination. As per Article 8 of the Moldovan Labor Code, any discrimination based on gender, age, race, ethnicity, political option, social origin, residence, disability, status or trade union activity, as well as other criteria not related to his/her professional qualities, shall be prohibited.

Terms of Employment

All workers will have **written contracts** describing terms and conditions of work. Workers will sign the employment contract in two originals. The terms and conditions of employment will be available at the work sites. Every worker, when employed, will be briefed on the contents of the contract; the

internal regulations of the institution; the work safety and OHS arrangements at the work place. All employees will be informed about the possibility to request a copy and to study these internal documents in more detail.

Employee Rights and Obligations

The Moldovan legislation specify, among others, that the employees have the right to a safe working environment; lunch breaks and rest days; timely payment of wages and salaries; the right to appeal to employers, trade unions and authorities in case of labor disputes; the right to associate freely.

General requirements at workplaces

According to the Government Decision of the Republic of Moldova no. 80 of February 09, 2012 regarding the minimum safety and health requirements for temporary or mobile sites, the Contractor must provide workers with good hygiene standards, with fresh drinking water, clean beds, enough blankets, restrooms and showers, clean bedrooms, good illumination, lockers, proper ventilation, safe electrical installation, fire and lightening protection, separate cooking and eating areas. The recreation and / or accommodation rooms must be equipped with a sufficient number of tables and chairs, corresponding to the number of workers. If there is no room for recreation and / or accommodation, other facilities must be made available to workers so that they can use them during work interruption.

g. Traffic management and road safety

Contractors will be required to develop a Traffic Management Plan, which must be reviewed and approved by the police and the Construction Supervision Engineer. Work will not commence until these plans are approved. Once the works begin, both the police and the Engineer will monitor the proper implementation of the approved plan.

Additionally, the SIMC will play an active role in traffic monitoring, with a focus on issues such as pollution, traffic disruptions, access to properties, and road accident risks. This process will also include monitoring the resolution of complaints in accordance with the SEP/GRM procedures.

The upgrade of the road network aims, among other things, to increase the degree of road traffic safety as well. Among the measures that lead to a better carrying capacity and traffic safety, the following can be mentioned:

- Ensuring visibility in curves and at intersections, preventing tree and shrubbery plantations, booths and kiosks in places where visibility must be ensured.
- Ensuring visibility clearing off the vegetation in the road area
- Construction of shoulders to allow pull off vehicles aside the carriageway in case of necessity, it is also necessary so that the accidental skidding of the car on the roadway is not the cause of going out of the road limits; the shoulders are also necessary for vehicles to stop for a short time due to various reasons.
- Consolidation of shoulders, avoided damage to the road edge, avoided sags formed on shoulders from the wheels of vehicles or the formation of other unevenness that endangers safety.
- Arrangement of speed-change lanes at the entrance and exit from priority roads.
- Maintenance of road pavement, ensuring normal pavement roughness

- Patching of potholes in time, removal of settlements on the carriageway surface, as well as excavated places
- Systematic removal of dirt, mud and dust from the surface of upgraded road pavement, prevention of mud from side roads
- Consistent, visible and readable road *signaling*, creating instant reflexes to drivers how to effectively act, without becoming overabundant
- Application of video surveillance-based traffic control systems, speed measuring devises
- Ensuring unobstructed movement of different types of transport means, arranging additional traffic lanes, speed-change lanes ascending-descending a slope, arrangement of tracks for cyclists in vicinity with localities, road widening within localities in the areas of route vehicle stations.
- Ensuring uniform travel speed on the entire road sector.

h. Cultural heritage risks

The monuments protection zone is legislated in art. 12 of Law 1530/1993:

- ✓ in urban areas - 100 m radius;
- ✓ in the countryside of rural towns - 200 m radius;
- ✓ and in the outskirts - 500 m radius.

In order to maintain the authenticity and integrity of the monuments, their owners are obliged to take measures that ensure the protection of the monuments, not to admit their demolition, mutilation, damage, non-maintenance or abandonment.

Cultural heritage is distinguished by the following forms:

Tangible cultural heritage includes movable cultural heritage (e.g. paintings, sculptures, manuscripts, etc.) as well as immovable cultural heritage (e.g. monuments, archaeological sites, cave dwellings, historic buildings, etc.) that are of outstanding universal value from a historical, artistic or scientific point of view or are of outstanding universal value from a historical, aesthetic, ethnological or anthropological point of view18.

Intangible cultural heritage includes living traditions or expressions inherited from ancestors and passed on to descendants, such as oral traditions, performing arts, social practices, rituals and festive events.

Natural heritage includes natural sites with cultural aspects, such as cultural landscapes, physical, biological or geological formations that have outstanding universal value in terms of aesthetics, science, conservation or natural beauty.

In the Republic of Moldova there are thousands of cultural or natural sites, including architectural monuments, settlements from different historical eras and medieval fortresses. This cultural and natural heritage is relatively evenly distributed throughout the country.

[18] UNESCO, http://whc.unesco.org/en/conventiontext/

Important archaeological sites as well as cultural monuments protected by the state are included in the national registers by the National Archeology Agency. According to the available information of the National Geospatial Data Fund19 in the area of the Project site there are several archaeological sites.

In all 3 locations of the BCP an archaeological site can be identified at the distance from 500 to 1000 m. No one is affected by Project.

According to art. 6 para. (2) and (3) from Law no. 218/2010 regarding the protection of the archaeological heritage, when requesting the urban planning certificate for design, the issuer of the urban planning certificate for design is obliged, in the case of construction works that involve interventions on the soil, regardless of the type of work envisaged and the form of land ownership, to notify, within 2 working days, in writing and in electronic format, the National Archaeological Agency (NAA), with the attachment of the plan of the land on which the works are to be carried out.

In every village covered by Project it is a church but at safe distance from Project location – more than 500 m.

i. Land acquisitions and resettlement approach

The resettlement, acquisition of lands and economic displacement, are subject to separate document – RPF. The document takes into account the needs of project-affected persons and is drafted in accordance with the Environmental and Social Framework (ESF) and its social and environmental standards of IBRD (ESS5)[20] and the Moldova legislation.

The RPF objective is to identify strategies, principles, institutional mechanisms, legislative framework and procedures for resettlement or acquisition of assets under the Project implementation, as well as to set forth the framework for the preparation of Resettlement Action Plans, should any be required in the course of the Project implementation.

This RPF applies to the private landowners, whose lands, rights, assets or access to resources will be permanently or temporarily affected by project activities and compulsory actions by the Government of Republic of Moldova due to land acquisition required for Project / sub-projects. . It also applies to people who lease private or state-owned lands or those who have no registered or legal rights over the land they use, and who will be adversely affected as a result of the Project/ sub-projects. However, the RPF does not apply to state land that is transferred from one Moldova authority to another, or used temporarily during construction works, unless third parties are adversely affected by the transfer or use.

This RPF was prepared jointly by State Road Administration of Moldova (SRA) and by Custom Service of Moldova (CS). This document is applicable for all sub-projects included in the Project

The following groups of PAPs are eligible for entitlements under this RPF and will be addressed in the RAP(s):

i. All PAPs losing land (and/or access to land and resources) either covered by legal title, legalizable, or without registered ownership status;
ii. Leaseholders / tenants / land shareholders / land share right holders, whether registered or not;

[19] https://geoportal.md/ro/default/map#lat=44703.771873&lon=200574.109893&zoom=3
[20] http://pubdocs.worldbank.org/en/796881511809516397/ESS5-FactSheet-WB-ESF.pdf

iii. Owners of structures, crops, plants, or other objects attached to the land;
iv. PAPs losing business, income, and salaries.

In case users of land plots not registered in SLC are affected, the SRA/CS through the relevant state agencies / local authorities will assist the affected land users to register or update the registration of their lands in order to enable to compensate them under existing national legislation. The non-land assets/structures on the affected plots of land users without titles will be evaluated and compensated by exactly the same criteria as those with titles.

Compensation and entitlements must ensure that the PAPs maintain or improve their livelihood and standard of living after the project. For purposes of eligibility, the date when relevant Local Authorities issue the Decision on Land Acquisition for Public Needs or the date when survey commences will be set as cut-off date. The publicly disclosed cut-off date will be revealed during the consultation process as part of RAP preparation. The RAP development Consultant will be required to organize public consultations within the affected communities after the social census has been completed and the list of Project Affected Persons (PAPs) has been defined. During these consultations, all PAPs and other local stakeholders will be notified that individuals who occupy or make improvements on affected areas after the cut-off date are not eligible for compensation. Additionally, the cut-off date will be made available on both the SRA and local authority's websites.

Establishing the cut-of-date for the acquisition of land for infrastructure projects is a process with a strict finality. People who are not in the country on the date of the survey or have not entered into the rights of succession or inheritance can request compensation and the extension of the negotiation or compensation term, but not the cancellation of the date for the restrictions on the sale of land subject to expropriation.

In essence, the cutoff date for land acquisition in infrastructure projects serves to balance the rights of landowners with the necessity for timely and effective project execution, ensuring fair compensation while avoiding prolonged delays in the interest of public infrastructure development.

The estimation of land needed per subproject is mentioned in the next chapter.

It is estimated that currently, no significant issue is associated with the project, hence some specific aspects may need attention as archaeological issues. If the building is a designated historic structure, very close to such a structure, or located in a designated historic district, the Ministry of Culture will be notified and approval/permits will be obtained from local authorities in line with local and national legislation. The ESMP includes that provisions are put in place so that artifacts or other possible “chance finds” encountered in excavation or construction are noted, officials contacted, and works activities delayed or modified to account for such finds.

Temporary and permanent economic displacement impacts (e.g. to businesses) resulting from the project activities, will be further assessed for each sub-project.

General Risk impact assessment table for BCPs and access roads.

Impact Receptor	Project phase (C-construction, O-operation	Intensity (Value/Vulnerability & Magnitude)	Duration (Temporal Aspect)	Extent (Spatial Aspect)	Likelihood (Probability)	Significance
Water Quality	C	Low	Short	Local	Possible	Low
	O	Low	Short	Local	Rare	Low
Noise	C	Moderate	Medium	Local	Likely	Medium
	O	Moderate	Long	Local	Likely	High
Soil Quality	C	Moderate	Short	Local	Possible	Medium
	O	Low	Short	Local	Possible	Low
Protected areas	C	Low	Short	Local	Rare	Low
	O	Low	Short	Local	Rare	Low
Impact of community health and safety risks (including vulnerable and disadvantaged groups)	C	Moderate	Short	Local	Rare	Low
	O	Moderate	Long	Local	Possible	Medium
Labor, SEA/SH risks	C	Low	Short	Local	Rare	Low
	O	Low	Short	Local	Rare	Low
Traffic management and road safety	C	Moderate	Short	Local	Possible	Medium
	O	Moderate	Long	Local	Possible	Medium
Cultural heritage risks	C	Low	Short	Local	Rare	Low
	O	Low	Short	Local	Rare	Low
Land acquisitions and resettlement approach	C	Moderate	Long (permanent) and Medium (temporary)	Local	Likely	High
	O	Low	Long	Local	Rare	Medium

4.2. Specific Project activities and analysis of potential impacts

The main objective of this preliminary ESIA is to ensure the environmental and social security, occupational health & safety (OHS) actions which consists in implementing a set of technical and organizational measures in order to keep as much as possible un-altered state of the environment and to recover the deteriorated components, so that to maintain the environmental balance.

The all three Border Crossing Points on the territory of the Republic of Moldova included and analyzed in this document (Ungheni (new), Leuseni extension/rehabilitation, Giurgiulesti (platform& BCP)) will have the following facilities:

- *Access roads*

The main access roads were designed separately by SRA/Customs Service and will be integrated in BCP. The interior roads of BCP and paved area with asphalt /concrete will be constructed and maintained accordingly. The detailed possible impacts to the environment and mitigation measures are presented in table of impacts. The most expect environmental impacts regarding roads and paved area are: dust, surface water pollution, construction wastes generation and management, soil and landscape degradation.

- ***Checkpoint at the entrance***

This new construction of checkpoints and associated infrastructure is not expected to cause environmental impacts as are minor and negligible. The light constructions and mechanical barriers will be installed mostly as prefabricate constructions.

- ***Actual administrative building***

This buildings (Leuseni, Giurgiulesti) will be just rehabilitated with minor cosmetic repairs and some changes in sanitary infrastructure. The associate with this works impacts are: pollution by paining components, removal of old construction materials, dust generation, water pollution with solvents. Etc.

- ***Existent auxiliary building to be rehabilitated***

This building will be just rehabilitated with minor cosmetic repairs and some changes in sanitary infrastructure. The associate with this works impacts are: pollution by paining components, removal of old construction materials, dust generation, water pollution with solvents. Etc.

- ***New administrative building***

The administrative building will be the biggest infrastructure object in BCP as complexity and size (Ungheni, Leuseni). The possible impacts to the environment are the same with usually construction activities of buildings: noise, vibration, dust generation, pollution of air, water, soil. Risks for workers on highs and associated risks related with installation of sanitary infrastructure and interior finishes.

- ***Car control post***

This infrastructure is largely made up of metal structures and lightweight offices. Their construction and exploitation will not cause severe impact to the environment. Certain impacts during construction work can cause minimal, temporary and reversible pollution of air, soil and water.

- ***TIR (cargo) control post***

This infrastructure is largely made up of metal structures and lightweight offices. Their construction and exploitation will not cause severe impact to the environment. Certain impacts during construction work can cause minimal, temporary and reversible pollution of air, soil and water.

- ***In-depth control of the vehicles area***

The building will be a closed-type building with sliding doors with illumination. Equipped with tools to check and disassemble car parts. There will be a thorough check of the vehicles on the red check line. During the construction period, the air is expected to suffer from work on assembling, welding, painting, transportation. During the exploitation period, impacts related to oil leakage, the household wastes from cars, combustion gases, etc. will be possible.

- ***3D scanner***

Will be installed in all 3 BCP. Irradiation measures will be proposed for mitigation. This objects of BCP represent effective instruments for weighing and scanning vehicles. The construction represents installing of prefabricated elements and equipment's and operation of them will not cause important damage to environment.

- ***Pedestrian checkpoint***

This infrastructure is largely made up of metal structures and lightweight offices. Their construction and exploitation will not cause severe impact to the environment. Certain impacts during construction work can cause minimal, temporary and reversible pollution of air, soil and water.

- ***Pluvial and waste water treatment station***

Will be analyzed suitable technologies & installations that will be built underground or on top (all 3 BCP). Their purpose will be to purify the water that gathers during the atmospheric precipitation from the customs point. The impact during construction is related to excavations, concrete works, construction and installation of the reservoirs. During operation it can cause impacts on surface and underground water, on the soil. These impacts can appear in the event of improper operation of the station. Generally, the work of the station is expected to have only positive impacts by cleaning rainwater from mechanical and chemical impurities, especially engine oils. For WWTP in special in Leuseni the comprehensive plan has to provided in site specific ESMP that will be developed at next stage of the Project.

- ***Fire tanks***

Usually for this type of projects on BCP will be two undergrounds water reservoirs filled with water and to be used in case of emergency related with fire on the BCP infrastructure or vehicles on the territory. Impacts on environment during installation will be minor and reversible related with excavation and concrete works. No negative impacts are expected during exploitation.

- ***Parking for cars of employees and visitors***

The parking area will be an integrated part of asphalt/concrete paved area designed for parking. On this territory will be placed also small containers for household wastes. Construction of this areas will have in general the same impacts as other paved territory. Limited to construction of covered rainwater collection channels, pavement works/asphalt laying, painting of demarcation lines etc. No asphalt plant will be on territory. The construction materials will be transported by trucks from authorized quarries and existing asphalt plants.

- ***Household Waste platforms***

Will be infrastructure elements built with minimal impact on the environment. However, their operation may have environmental impacts but mitigated: the waste platform must be properly insulated and properly maintained to reduce the risk of pollution and contamination; near gas distribution panel should be avoided the fire and avoided gas leakages to minimize the risk of explosion; the diesel generator must be adequately maintained and ensured that the exhaust gas evacuated and wider dispersion; the bus station is maintained in a clean state and installed the containers of domestic waste and regularly evacuated, etc.

4.3. BCP in Ungheni (Zagarancea)

Land needs

Construction phase

Two route variants have been identified as possible. The optimal variant proposed, approved by the competent authorities is much shorter, respectively the area of occupied land smaller. Along its entire length, the access road is designed in embankment, with widths down from 44m to 56m. For the organization of the site and the execution of the works, a strip of land of 4m width or 0.35ha is temporarily provided from both sides of the embankment. The land area, permanently occupied by the road, is 2.33ha. In case of BPC up to 6 ha may be necessary. The land temporarily occupied, after the execution of the works, will be recultivated and will be returned to agricultural set-aside. This is just for access road to BCP in Ungheni. The needs for BCP infrastructure are mentioned in FS in the Chapter 3. Some changes / adaptation may appear during the DD.

In order to fully and rationally use the vegetation layer, which is to be pickled from the land occupied by the access road corridor, the specialists of the Design Institute for Territorial Organization (IPOT) selectively determined its thicknesses, which served as a reference to the calculation of quantities and estimation of costs of land works, as well as the calculation of the amount of compensation of landowners according to Laws no. 1308-XIII of 25.07.1997 and no. 488-XIV of 08.07.1999. Part of the pickled vegetation layer will be used to strengthen the slopes and verges of the projected road, as a measure against erosion that can be caused by rainwater. The rest of the vegetation layer will be transported to the place indicated by the local authorities for its subsequent use as needed.

It is most probably to be developed an RAP for resettlements needs. The decision on land acquisition based on actual RPF or RAP (ab-RAP) will be taken later during the project implementation.

As a result of the investigations of Universcons LLC, it was identified the possibility of avoiding the opening of a borrow pit for the construction of the embankment of the access road to the bridge, respectively the occupation of new lands, by using the lands from the loan pit on the territory of the Todiresti administrative unit, the volume of which was sufficient both for the construction of the bypass road of the Ungheni town as well as for the access road remain sufficient material. Thus, all the mineral soil necessary for the construction of the road will be taken from the existing borrow pit, and the vegetal one is provided only from the amplitude of the existing road.

The project of the access road to the bridge fits into the route of the national road R1Chisinau-Ungheni-Sculeni-border with Romania, having a harmonious continuation of the bypass of the Ungheni town and do not modify existing landscapes.

At the location of the BCP, public lands will also be affected. The impact of the project is local in the the area located. All activities will be on state or private land or belonging to the Zagarancea City Hall. The estimate of the affected lands will be a maximum of 11 ha = 0.1 km2, and the maximum area of influence, including noise and dust, a maximum of 1 km2.

The figure below shows the distribution of land by categories: public and private.

Legend:

Private land, S=4,088 ha

Public land, S=7,455 ha

Land possibly affected by the proposed infrastructure (Customs post and connecting road)

The construction works of the Customs Post and the connection road with the national road R1 Chisinau-Ungheni-border with Romania (km 103-104) up to the bridge over the Prut River "Ungheni-Ungheni", were declared of public utility of national interest by Law no. 136 of 16.07.2020 regarding the declaration of public utility of national interest of the rehabilitation, modernization and extension works of some national roads.

By Government Decision no. 238 of 13.10.2021, the Ministry of Infrastructure and Regional Development, through the State Roads Administration of the State Enterprise, was empowered to organize the process of concluding the sale-purchase contracts with the owners of land included in the construction project, in order to bear the expenses resulting from the procedure for the incorporation of the building and to file court actions, regarding the expropriation of privately owned real estate (land and buildings) located on the site of the public utility works in Zagarancea commune. The expropriation of privately owned land located on the site of construction works is carried out in accordance with the Law on Expropriation in Public Interest no. 488/1999.

The impact on livelihoods is minimal, as half of the land is not actively used in agriculture, changes to land use or production methods may not directly affect the livelihoods of a significant portion of the

population. This underutilization leaves room for economic adjustments without a drastic loss of income. Many households may not rely solely on agriculture for income. For instance, they may engage in non-farming activities such as small businesses, trade, or employment in nearby urban area in Ungheni, reducing dependence on agriculture. Also, working abroad is a common situation in Moldova. Three of them are not registered in the cadastre.

N/O	No. cadastral	Use category	Surface/ total area	Expropriation land needed
1.	9277104087	agricultural	0,1400	0,0089
2.	9277104098	agricultural	0,3700	0,0034
3.	9277104156	agricultural	0,0535	0,0323
4.	9277104158	agricultural	0,2300	0,1991
5.	9277104159	agricultural	0,0108	0,1991
6.	9277104175	agricultural	0,4200	0,1991
7.	9277104177	agricultural	0,4200	0,0004
8.	9277104178	agricultural	0,1500	0,0708
9.	9277104180	agricultural	0,1400	0,0040
10.	9277104181	agricultural	0,2400	0,1121
11.	9277104182	agricultural	0,1500	0,0691
12.	9277104183	agricultural	0,2200	0,1328

The entire area of the Ungheni (Zagarancea) Customs Post, equal to 4,883 ha, will be distributed as follows:

- the area of access and circulation roads for car transport – 2,588 ha;
- the area for pedestrian traffic – 0.678 ha;
- built area – 0.178 ha;
- the area for the circulation of the "ROBOSCAN" installation – 0.206 ha;
- parking area – 0.390 ha;

The surface of the slope sole will be – 4.883 + 0.585 = 5.468 ha.

There is a risk of public land identified now to be private without proper registration. This can have significant impacts, including:

- Unregistered land ownership can lead to legal disputes over land rights. This can result in lengthy and costly legal battles, creating uncertainty and instability for both the public and potential private owners. The project might need additional regulatory approvals to proceed, which could be delayed if land ownership is unclear.
- Public lands can exacerbate social inequities, as individuals or corporations may acquire land that was previously acquired for commercial use. This can lead to increased social tensions and a sense of injustice among community members.
- Lack of clear ownership can lead to difficulties in accessing the land for construction or development, delaying physical works. Legal fees and costs associated with resolving ownership issues can strain the project budget, potentially causing delays if additional funding needs to be secured. Without registration can disrupt these economic activities, leading to financial losses for the private/community.

- Issues with land ownership can erode trust between the project implementers and the community, complicating stakeholder engagement and cooperation.

To mitigate these risks, a RAP will be developed based on RFP and it's crucial to establish a clear and transparent land registration process and ensure all stakeholders are informed and involved in resolving any ownership issues. SIMC role is also important in order to communicate with PAPs and receive grievances. This proactive approach can help minimize delays and ensure smoother project implementation.

Operational phase.

During operation phase additional land is not expected to be affected.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Land acquisitions and resettlement	C	High	Long	Local	Likely	High
	O	Low	Long	Local	Rare	Medium

Noise

Construction phase

The noise from the car transport, which travels on the access road, will not affect the population of the nearest neighboring localities, Zagarancea and Semeni, given that the distance from the road to the border of the built-up area of Zagarancea village is more than 250m, to that of Semeni village being 750m, which far exceeds the norm in force allowed.

At the same time, the noise intensity produced during the traffic of motor transport will be much lower than the noise intensity with medium amount, due to the following factors: the speed of transport in the vicinity of the border crossing point will be low; The geometrical parameters of the road designed in plan and longitudinal profile, the roadway with asphalt concrete coating and flatness required by the technical category of road considerably diminish the noise intensity.

In order to reduce the noise level and comply with the legal limits in force, earmuffs will be used or sound-absorbing panels will be installed. The noise produced by construction machinery decreases with increasing distance from the site of the works. Thus, at approximately 100 m from the limit of the work fronts and of the site organization, the noise level will be a maximum of 66 dB(A), and at 500 m from the site limit, the noise level will be below 50dB(A).

In the open field, when the sound is not reflected by obstacles, the acoustic level decreases by 6 dB when doubling the distance from the source, so that up to the limit of residential areas the noise level will significantly diminish, falling within the limits provided by SR 10009-2017 urban acoustics. As the works will be carried out outside the residential area (the minimum distance between the site of the works and the inhabited area is approximately 1.4 km), there will be no impact on the local population.

The impact of noise and vibration on fauna will not be significant as will be temporary and limited to working area. The location is the proximity of village on mostly agricultural lands. The biodiversity of Prut river will not be affected. The location will be marked and bordered with a temporary fence.

Operational phase

After completion of the construction works, the only source of noise will be road traffic, but the noise level will not be significant because sound-absorbing panels will be installed along the entire length of the connecting road and bridge (including the platform of the border crossing point)[21].

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Noise	C	Moderate	Medium	Local	Likely	Medium
	O	Moderate	Long	Local	Likely	High

Air emissions

Construction phase

As an indicator of air pollution is the concentration and volume of gases released by cars, which are: NOx – nitrogen oxide; SO2 – sulfur dioxide; CO2 – carbon dioxide; VOCs-volatile organic compounds; PM10 and PM2.5 – particles matters generated by diesel-powered vehicles. The construction of the bridge over the Prut at Ungheni, respecting the access to it, will shorten the road connections of the Republic of Moldova with Romania, will reduce the journey times to the border with Romania, will decrease pollution at all levels in the areas currently transited by motor transport.

In the Traffic Study, are given the results of estimating the reduction of emissions of each category of pollutants, calculated by Romanian specialists according to the CORINAIR-Guide procedure of the European Environment Agency when applying the variant of building the bridge for different time horizons. Thus, the reduction of emissions, in tons per year, to traffic estimated for 2018 in case of opening the border crossing point in Ungheni will be for: NOx – 1,513; SO2 – 0,002; CO2 – 69,461; VOCs – 0.006.

The lands adjacent to the road will practically not be affected by pollutants from the gas emissions of motor transport, their sedimentation area will practically not exceed the amplitude of the projected road, given that the widths of the embankment leg, at the height of the embankment from 5.5m to 8.5m, will be from 8.25m to 16.0m

Also, the population of the nearest neighboring localities, Zagarancea and Semeni, will not be significantly affected by pollutants from car transport emissions and noise, given the long distance to them, the norm[22] in force allowed being much smaller. Usually, depending of the traffic intensity, indicative values of the minimum distances from the road axis to the residential building, which ensures the reduction of the noise level in areas adjacent to residential buildings to the permissible value of 55 dB.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Air emissions	C	Moderate	Medium	Local	Likely	**Medium**
	O	Moderate	Long	Local	Likely	**High**

[21] ESIA for bridge (Romania).

[22] CP D.02.30:2023 Roads and bridges Regulations regarding environmental protection in the design, construction, modernization, rehabilitation and maintenance of roads. https://www.asd.md/wp-content/uploads/2024/02/CP-D-02-30-2023.pdf

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance

Impact on water

Construction phase

The proposed road's location and BCP do not alter the existing rainwater drainage patterns. Earthworks in embankments are designed to avoid adverse effects on current watercourses, underground water sources, and springs. The anticipated impact on the Prut River is considered moderate, given that all construction activities will occur within the meadow. The crucial mitigations involve safeguarding rainwater from pollution and preventing construction materials from entering the river. Implementing effective solutions for water protection, encompassing both surface and groundwater, is a primary concern.

Operation phase

This includes the collection of stormwaters and ensuring water supply and sanitation services for the proper functioning of the Border Crossing Point (BCP).

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Water	C	Moderate	Medium	Local	Rare	**Medium**
	O	Low	Medium	Local	Rare	**Low**

Impact on fauna and flora

Construction phase

In the area of the location of the projected road is present fauna from the groups: mammals - wild boars and deer from the deer family; amphibians – different species of frogs; reptiles - different species of snakes.

The width of the Prut River meadow on the corridor of the projected road is about 650m. The projected road, together with the quarter cone of the projected bridge deck, crosses the meadow and occupies about 570 of its entire width. The height of the road embankment and quarter cone is from 5.5m to 8.5m, which will have a temporary impact on the movement and migration of fauna in the site area through the obstacle effect created by the road.

At the same time, the rest of the meadow, from the left bank of the Prut River to the quarter cone of the projected bridge, of about 80 m, is free, which will allow the easy movement and migration of fauna in its habitat area, as well as the movement of the local population and the staff of the Border Police. The distance of 80 meters is explained by the fact that one of the openings of the projected bridge, of 70 m, was located entirely on the Moldovan bank of the Prut, taking into account the needs indicated above. Additionally, in order to minimize the obstacle effect created by the road and facilitate the movement of both species of fauna and domestic animals and agricultural workers on the left and right lands of the projected road, the project provides for the construction, in the middle of the route, of a 2.0x2.0m frame footbridge.

On the flora, the projected road and BCP infrastructure will not have a negative impact as most of the lands are already involved in agriculture and no protected species are registered nor were discovered during site visits in the area. If trees near bridge will be necessary to be removed an Authorisation will be requested from Environmental Agency.

Operation phase

The BCP will be fenced to avoid animals to came and cleared periodically by spontaneous vegetation. No significant impacts of surrounding flora and fauna is expected. A periodic visual monitoring is expected to be done by BCP managers.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Flora and fauna	C	Medium	Medium	Local	Rare	**Medium**
	O	Low	Short	Local	Rare	**Low**

Wastes

Construction phase

In new construction of BCP, a significant amount of solid waste is produced, including scattered sands, stones, and concrete. While these materials are generally inert and pose no direct harm, they can become contaminated with wastewater and soil, leading to several environmental concerns.

Firstly, the contamination can adversely affect the environmental sanitation of the construction site, creating unsanitary conditions. This can make the site less safe for workers and increase the risk of spreading pollutants.

Secondly, the accumulation of solid wastes can obstruct traffic and transportation around the construction area.

Improperly managed construction waste can erode top soil and negatively impact excavation activities. These wastes, when mixed with soil, can reduce the effectiveness of soil stabilization measures and make it difficult to establish a firm foundation for structures.

Concrete works and other civil engineering activities are also affected. Polluted wastes can interfere with the quality of concrete and other construction materials, leading to potential structural issues.

Therefore, managing construction waste effectively is crucial to mitigate these environmental impacts. Proper disposal methods, recycling of materials, and maintaining clean and organized construction sites can help in reducing the negative effects on the environment and improving overall site efficiency.

The magnitude of the impacts from construction waste is significant and multifaceted:

- The introduction of construction waste into the soil can lead to contamination, reducing soil quality and potentially harming plant life. This can disrupt local ecosystems and reduce biodiversity.
- Waste materials, particularly those contaminated with chemicals or wastewater, can leach into water bodies, affecting aquatic life and water quality.
- Accumulated waste can create hazardous working conditions, increasing the risk of accidents and injuries. Unsanitary conditions can also lead to the spread of diseases.
- Improper waste management can delay construction schedules, increasing project costs and affecting overall productivity.

- Failure to adhere to waste management regulations can result in fines and legal actions, affecting the reputation of construction firms.

By recognizing the scale of these impacts, it's clear that effective waste management is essential not only for environmental protection but also for the health, safety, and economic well-being of the community. Implementing sustainable practices can help mitigate these effects and promote more responsible construction activities.

Operation phase

The solid wastes must be collected regularly by the city sanitation service and cleaned up in a timely manner and sorted, transported to the municipal landfill by MCS or specialized companies, collection of metal, rubber and plastic waste, through processing of rubber and plastic waste. The recommendation is to reuse construction wastes if and where possible, as much as this practice is suitable.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Wastes	C	High	Short	Local	Likely	**High**
	O	Low	Long	Local	Possible	**Medium**

Public Health and Safety

Construction phase

Sanitation is a key public health issue during construction. Workers are prone to infectious diseases if they are under a poor working and living condition and high work load. Sanitation requirements should be maintained, including related to air quality, food quality and water supply. Medical facilities and health services will also be provided.

Contractors should be required to take safety measures at the construction site to protect the workers and the public, including provision of appropriate personal protective equipment for workers and arrangement of warning signs to alert the public of potential safety risks in and around the construction sites. Occupational safety and health of workers and measures on worker protection on the construction site should be developed in the Contractor Health and Safety Plan. Accordingly, this provision should be included in the tender documentation.

Operation phase

The potential environmental risks during **operation** BCP will be detailed assessed when will be constructed. At this level the following impacts and mitigation can be proposed:

- Periodic training and practice sessions in safe operating procedures should be held after the starts operating.
- Environmental emergency response plan will be activated in case of accidents.

Traffic safety, especially in areas experiencing a surge in visitors like a BCP site, is a critical concern:

- High footfall and vehicle movement increase the risk of collisions and accidents.
- Improper parking can cause obstructions and lead to accidents
- Increased pedestrian movement can lead to accidents if not managed properly
- In the event of an accident, quick response is crucial.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Public Health & safety	C	High	Short	Local	Possible	**Medium**
	O	Medium	Long	Local	Possible	**Medium**

4.4. Leuseni BCP and associated infrastructure impacts

Land needs

Construction phase

The Leuseni BCP project will not require any additional land, as all activities will occur within the existing boundaries of the BCP. However, some utilities and infrastructure within this area may need to be relocated. There is no requirement for a Resettlement Action Plan (RAP) or any other resettlement instruments for this process.

Operation phase:

According to actual proposed scheme, the Leuseni BCP project will not require any additional land.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Lands	C	Low	Short	Local	Rare	**Low**
	O	Low	Short	Local	Rare	**Low**

Noise

Construction phase

The estimated noise during construction is low due significant distances to the village.

Operation phase

The noise from the car transport, which travels on the access road, will not affect the population of the nearest neighboring localities, Leuseni, given that the distance from the BCP to the built-up area of Leuseni village is 850m, which do not exceed the norm in force allowed (55 dB).

At the same time, the project can have an indirect impact by increasing the traffic. The M1 road will be also rehabilitated and extended but this is not a part of our Project. The noise intensity produced during the traffic of motor transport will be much lower than the noise intensity with medium amount, due to the following factors: the speed of transport in the vicinity of the border crossing point will be low; The geometrical parameters of the road designed in plan and longitudinal profile, the roadway with asphalt concrete coating and flatness required by the technical category of road considerably diminishes the noise intensity.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Noise	C	Low	Short	Local	Rare	**Low**
	O	Medium	Long	Regional	Possible	**Medium**

Air emissions

Construction phase

Construction activities and traffic may produce to traffic congestion and inconvenience in BCP and to the public due to: (i) increased vehicles for materials and solid wastes transportation, and (ii) deterioration of the roads condition after excavation and leveling. It can bring negative effects to the narrower road and cause larger vehicle flux. In cooperation with the MCS and Border police traffic authority, traffic flow regulation plans should be prepared before construction begins, if necessary. Proper transportation time and route should be selected to avoid rush hours and reduce traffic congestion. This is important because this BCP is the most transited in the country.

As an indicator of air pollution is the concentration and volume of gases released by cars, which are: NOx – nitrogen oxide; SO2 – sulfur dioxide; CO2 – carbon dioxide; VOCs-volatile organic compounds; PM10 and PM2.5 – particles matters generated by diesel-powered vehicles.

Also, the population of the nearest neighboring locality Leuseni, will not be affected by pollutants from car transport emissions, given the long distance to them, the norm in force allowed being much smaller.

Operation phase

Increasing of traffic may add additional noise, vibrations, air pollution from exhaust gases, dust, etc. these impacts are moderate due to distances but can g=have a low to moderate impact on long term period.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Air emissions	C	Medium	Short	Local	Possible	**Medium**
	O	Low	Long	Local	Possible	**Low**

Impact on water

Construction phase

The BCP do not alter the existing rainwater drainage patterns. Earthworks in embankments are designed to avoid adverse effects on current watercourses, underground water sources, and springs. The anticipated impact on the Prut River is considered moderate, given that all construction activities will occur within the meadow. The crucial mitigations involve safeguarding rainwater from pollution and preventing construction materials from entering the river. Implementing effective solutions for water protection, encompassing both surface and groundwater, is a primary concern. This includes the collection of stormwaters and ensuring water supply and sanitation services for the proper functioning of the Border Crossing Point (BCP). The Feasibility Study (FS) and Detailed Design (DD) must present viable strategies to address these water-related considerations.

The existing water supply consist of a modern intake from Prut River, pumping station, water treatment plant and water supply.

The worse situation is related with sanitation. The old WWTP is not working.

The wastewater treatment plant is located in the southern part of BCP in close proximity to the r. Prut, in the riparian area. Distance in a straight line to the riverbed to the Prut River is approx. 70 m. The station does not work properly. Wastewater comes gravitationally to the station which currently represents:

- An administrative building with pumping station requiring capital repair
- 4 equalization / settling basins
- 3 biological storage and treatment basins
- Communication networks with each other
- Manholes
- Access routes
- Bordering with fence.

Wastewater treatment occurs naturally through accumulation in biological ponds and treatment by biota under the influence of sunlight and ambient temperature.

The discharge of untreated water occurs directly into the r. Prut without effluent control and without disinfection as required by legislation.

The estimated volume of daily discharges is approx. 200 m3 of wastewater. **It can be considered this to be the biggest / serious environmental problem that needs to be solved urgently at BCP Leuseni.** This is especially in the context that the volume of passengers and trucks is constantly increasing and BCP is going to be expanded. Downstream r. Prut is an important source of drinking water for approx. half a million of the population, for irrigation, replenishment, is a cross-border river and flows into the Danube and then into the Black Sea.

The following measures to redress the environmental situation are recommended:
All the existing infrastructure of the old WWTP should be demolished using appropriate decommissioning best practices. A mobile crusher with a metal separator can be brought to the site to avoid excessive costs by transporting construction waste and avoiding road pollution in the city. The crushed, sorted material can be largely reused for concrete, access roads, as an embankment for the future infrastructure. The extracted metal can be sold to specialized melting companies and with this money can be used to cover part of the demolition costs.

A 15 m width protective area consisting of a forest curtain of fast-growing trees - willow, poplar, acacia, platens must be planted on the perimeter of the future treatment plant. This will create a physical barrier to the smells and viruses/bacteria that can occur in the city or adjacent areas. Besides the roads and the parking area, the whole territory of the future station should be sown with grass that is properly groomed.
The sludge dewatering area should be redesigned, aimed at ensuring that a smaller area is used and odors are kept under control.

The area downstream the territory of the treatment plant must also be afforested up to the floodplain. The reeds technology can be left as it is, because it acts as natural wastewater treatment during 2-3 seasons, if no additional wastewater discharge occurs.

The first step of sludge disposal is to reduce water ratio of the sludge so that the volume of the sludge becomes smaller. A temporary storage facility need to be designed on the Consulting detailed design

stage and built to decrease the water ratio of the sludge. To accelerate settling speed and removal of phosphorous and solids, polyaluminium chloride (PAC) dosage was used for the sedimentation tank. A shelter for keeping the rain away should be built in the sediment zone outside the dewatering room. Leak-proof ground should be paved in the sludge treatment room.

The potential negative impacts during construction phase are of short-term magnitude and with proper mitigation measures these impacts can be minimized to insignificant levels. Environmental impacts of Construction activities can lead to soil erosion, which can cause sedimentation in nearby water bodies, affecting aquatic life. Runoff from construction sites can carry pollutants like oils, chemicals, and debris into nearby ponds, and Prut River, and pollute the groundwater.

Operation phase

The quality of water in Prut River will be better because of rehabilitation/construction of WWTP. This will help to treat the wastewater and to discharge treated water in Prut. this will reduce the quantity of biological & chemical pollution of transboundary River Prut.

Chemical tests of sludge must be carried out to identify whether the quality of the sludge complies with the Discharge Standards of Pollutants for WWTPs. Dewatered sludge that meets the standard should be transported to the sanitary landfills in a closed container of a self-dumping truck to ensure the sludge will not lead to a second pollution. Environmental supervision staff should be appointed to make sure no spill or dumping during the transportation route occurs.

In long term operation, it is considered that the sludge could be utilized for reclamation after dewatering. According to the quality of the sludge, the dewatered sludge may be used as a resource of improving the soil quality. The future use of it will require additional tests and permission from Ecological Inspection.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Water	C	Medium	Short	Local	Possible	**Medium**
	O	Medium	Long	Local	Possible	**Medium**

Impact on fauna and flora

Construction phase

In the area of the location of the Leuseni BCP is present fauna from the groups: mammals - wild boars and deer from the deer family; amphibians – different species of frogs; reptiles - different species of snakes.
The width of the Prut River meadow on the corridor of the activities is about 200-1000m. which will have a temporary impact on the movement and migration of fauna in the site area through the obstacle effect created by the road.
The biodiversity of Prut River will not be affected. The location will be marked and bordered with a temporary fence.

Operation phase

On the flora, the BCP infrastructure will not have a negative impact as all lands are already part of BCP and no protected species are registered nor were discovered during site visits in the area.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Flora & fauna	C	Low	Short	Local	Rare	**Low**
	O	Low	Short	Local	Rare	**Low**

Wastes
Construction phase

The solid wastes generated from the decommissioning of existing structures of old WWTP, and construction are abandoned construction materials, scattered sands/stones, concretes. These solid wastes are harmless as a construction inert material, but are polluted by water and soils of waste water, and therefore will affect environmental sanitation of the construction site, hamper the traffic and transportations, damage the surface of roads, further increase idle exhaust emissions of cars, and pollute the ambient air.

Operation phase

The solid wastes must be collected regularly by the city sanitation service and cleaned up in a timely manner and sorted, transported to the municipal landfill MCS or specialized companies, collection of metal, rubber and plastic waste, through processing of rubber and plastic waste. The recommendation is to reuse construction wastes if and where possible, as much as this practice is suitable.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Wastes	C	High	Short	Local	Likely	**High**
	O	Low	Long	Local	Possible	**Medium**

Public Health and Safety
Construction phase

Sanitation is a key public health issue during construction. Workers are prone to infectious diseases if they are under a poor working and living condition and high work load. Sanitation requirements should be maintained, including related to air quality, food quality and water supply. Medical facilities and health services will also be provided.

Contractors should be required to take safety measures at the construction site to protect the workers and the public, including provision of appropriate personal protective equipment for workers and arrangement of warning signs to alert the public of potential safety risks in and around the construction sites. Occupational safety and health of workers and measures on worker protection on the construction

site should be developed in the Contractor Health and Safety Plan. Accordingly, this provision should be included in the tender documentation.

Operation phase

The potential environmental risks during **operation** BCP are common but in Leuseni is also a medium size WWTP based on trickling filters or other technology might be during accidental spills and leakage of wastewater that may cause serious surface and ground water pollution and the Prut river that receive the effluent of the WWTP. Automated flow meter and water quality monitoring system will be ideal to be installed. However, the regularly basic tests are laid in the responsibility of the a contracted laboratory by CS. Specific measures should be taken if any potential incidents or illegal discharge is found during regular inspection and maintenance. Standby equipment and pipes should be installed in such a way that will reduce the risk of accidental overflow. An emergency tank shall be arranged for wastewater storage for incidence of leakage or spills. The WWTP should be strictly monitored to meet the enforcement of wastewater discharge standards. An emergency response plan for accidental wastewater overflows or spills should be also prepared.

An operation and maintenance manual for equipment is regularly provided by the suppliers. The equipment operators and plant manager should be trained on operational safety, maintenance of the facilities, and an emergency procedures and contingency plans should be prepared. Periodic training and practice sessions in safe operating procedures should be held after the plant starts operating. Workers should be provided with protection equipment such as gas masks and breathing apparatuses. Environmental emergency response plan will be activated in case of accidents.

Traffic safety, especially in areas experiencing a surge in visitors like a BCP site, is a critical concern:
- High footfall and vehicle movement increase the risk of collisions and accidents.
- Improper parking can cause obstructions and lead to accidents
- Increased pedestrian movement can lead to accidents if not managed properly
- In the event of an accident, quick response is crucial.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Public Health & safety	C	High	Short	Local	Possible	**Medium**
	O	Medium	Long	Local	Possible	**Medium**

4.5. Giurgiulesti area (platform & BCP) impacts and mitigation measures.

Land needs

Construction phase

No supplementary need of land will be required for Giurgiulesti BCP & Platform. All the Project activities will be on the actual territory of BCP. Relocation of some utilities and infrastructure on this territory may be necessary. For that no need for RAP or other resettlement instrument is requested.

Operation phase

Additional land is not planned to be necessary.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Land acquisitions	C	Low	Short	Local	Rare	**Low**
	O	Low	Short	Local	Rare	**Low**

Noise

Construction Phase

The construction of extended platform and infrastructure changes in BCP will involve trucks and machinery that will create temporary noise and vibration in the Giurgiulesti village. This is likely because of specific of works and also due to transportation of construction wastes and building materials.

Operational phase

The noise from the car transport, which travels on the access road, will affect the population of the nearest neighboring localities, Giurgiulesti, given that the distance from the BCP to the built-up area of Giurgiulesti village is up to 200-850m, which may exceed the norm in force allowed of 55 dB.[23] [24]The impact from Platform may be minimal but transit of trucks thru village is a problem.

At the same time, the project can have an indirect impact by increasing the traffic. The R43, M3, M3.1 road will be also extended/rehabilitated but this is not a part of our Project. The noise intensity produced during the traffic of motor transport will be much lower than the noise intensity with medium amount, due to the following factors: the speed of transport in the vicinity of the border crossing point will be low; The geometrical parameters of the road designed in plan and longitudinal profile, the roadway with asphalt concrete coating and flatness required by the technical category of road considerably diminishes the noise intensity.

It can have several indirect consequences on nearby homes and the Giurgiulesti community. The houses and the environment may be affected.

Truck parking lot can generate significant noise, especially during maneuvers and using the road for other activities. The noise can impact the quality of life for nearby residents.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
	C	Moderate	Medium	Local	Likely	Medium

[23] CP D.02.30:2023 Roads and bridges Regulations regarding environmental protection in the design, construction, modernization, rehabilitation and maintenance of roads.
[24] https://ednc.gov.md/wp-content/uploads/2023/06/NCM-E.04.02-2014.pdf

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Noise	O	Moderate	Long	Local	Likely	High

Air emissions

Construction phase

Also, may increase traffic in the area, especially if it is frequently accessed by heavy vehicles. This can lead to traffic congestion and an elevated risk of accidents, directly affecting road users and nearby residents. A large truck parking lot can alter the visual landscape, potentially affecting the aesthetics of the area. Additionally, trucks may emit air pollutants, contributing to air pollution in the area. Also, may increase traffic in the area, especially if it is frequently accessed by heavy vehicles.

As an indicator of air pollution is the concentration and volume of gases released by cars, which are: NOx – nitrogen oxide; SO2 – sulfur dioxide; CO2 – carbon dioxide; VOCs-volatile organic compounds; PM10 and PM2.5 – particles matters generated by diesel-powered vehicles.

Operation phase

Population of the nearest neighboring locality Giurgiulesti, will be affected by pollutants from car emissions, but especially from trucks, given the number of trucks going to BCP.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Air emissions	C	Moderate	Medium	Local	Likely	Medium
	O	Moderate	Long	Local	Likely	High

Impact on water

Construction phase

The BCP do not alter the existing rainwater drainage patterns. Earthworks in embankments are designed to avoid adverse effects on current watercourses, underground water sources, and springs. The anticipated impact on the Prut River is considered minor, given that all construction activities will occur out of the meadow for BPC and Platform. The crucial mitigations involve safeguarding rainwater from pollution and preventing construction materials from entering the river. Implementing effective solutions for water protection, encompassing both surface and groundwater, is a primary concern.

Operation phase

Operation includes the collection of stormwaters and ensuring water supply and sanitation services for the proper functioning of the Border Crossing Point (BCP). The Feasibility Study (FS) and Detailed Design (DD) present viable strategies to address these water-related considerations (water supply from well and Platform will have the WWTP for sewer water).

The quality of water in Prut River will be better because of construction of new WWTP on Platform but also the oil separator for collected storm water. This will help to treat the wastewater and to

discharge treated water in Prut. this will reduce the quantity of biological & chemical pollution of transboundary River Prut.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Water	C	Low	Short	Local	Possible	**Low**
	O	Low	Short	Local	Rare	**Low**

Impact on fauna and flora

Construction phase

In the area of the location of the Giurgiulesti BCP is present fauna from the groups: mammals - wild boars and deer from the deer family; amphibians – different species of frogs; reptiles - different species of snakes.

The width of the Prut River meadow on the corridor of the activities is about 200-1000m. which will have a temporary impact on the movement and migration of fauna in the site area through the obstacle effect created by the road.

On the flora, the BCP infrastructure will not have a negative impact as all lands are already part of BCP and no protected species are registered nor were discovered during site visits in the area.

The biodiversity of Prut River will not be affected. The location will be marked and bordered with a temporary fence.

Operation phase

The Platform & BCP are fenced to avoid animals to enter and cleared periodically by spontaneous vegetation. No significant impacts of surrounding flora and fauna is expected. A periodic visual monitoring is expected to be done by BCP managers.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Flora and fauna	C	Short	Short	Local	Rare	**Low**
	O	Low	Short	Local	Rare	**Low**

Wastes

Construction phase

In new construction of BCP, a significant amount of solid waste is produced, including scattered sands, stones, and concrete. While these materials are generally inert and pose no direct harm, they can become contaminated with wastewater and soil, leading to several environmental concerns.

Firstly, the contamination can adversely affect the environmental sanitation of the construction site, creating unsanitary conditions. This can make the site less safe for workers and increase the risk of spreading pollutants.
Secondly, the accumulation of solid wastes can obstruct traffic and transportation around the construction area.
Improperly managed construction waste can erode top soil and negatively impact excavation activities. These wastes, when mixed with soil, can reduce the effectiveness of soil stabilization measures and make it difficult to establish a firm foundation for structures.

Concrete works and other civil engineering activities are also affected. Polluted wastes can interfere with the quality of concrete and other construction materials, leading to potential structural issues.
Therefore, managing construction waste effectively is crucial to mitigate these environmental impacts. Proper disposal methods, recycling of materials, and maintaining clean and organized construction sites can help in reducing the negative effects on the environment and improving overall site efficiency.

The magnitude of the impacts from construction waste is significant and multifaceted:

- The introduction of construction waste into the soil can lead to contamination, reducing soil quality and potentially harming plant life. This can disrupt local ecosystems and reduce biodiversity.
- Waste materials, particularly those contaminated with chemicals or wastewater, can leach into water bodies, affecting aquatic life and water quality.
- Accumulated waste can create hazardous working conditions, increasing the risk of accidents and injuries. Unsanitary conditions can also lead to the spread of diseases.
- Improper waste management can delay construction schedules, increasing project costs and affecting overall productivity.
- Failure to adhere to waste management regulations can result in fines and legal actions, affecting the reputation of construction firms.

By recognizing the scale of these impacts, it's clear that effective waste management is essential not only for environmental protection but also for the health, safety, and economic well-being of the community. Implementing sustainable practices can help mitigate these effects and promote more responsible construction activities.

<u>Operation phase</u>

The solid wastes must be collected regularly by the city sanitation service and cleaned up in a timely manner and sorted, transported to the municipal landfill by MCS or specialized companies, collection of metal, rubber and plastic waste, through processing of rubber and plastic waste. The recommendation is to reuse construction wastes if and where possible, as much as this practice is suitable.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Wastes	C	High	Short	Local	Likely	**High**
	O	Low	Long	Local	Possible	**Medium**

Public Health and Safety

Construction phase

Sanitation is a key public health issue during construction. Workers are prone to infectious diseases if they are under a poor working and living condition and high work load. Sanitation requirements should be maintained, including related to air quality, food quality and water supply. Medical facilities and health services will also be provided.

Contractors should be required to take safety measures at the construction site to protect the workers and the public, including provision of appropriate personal protective equipment for workers and arrangement of warning signs to alert the public of potential safety risks in and around the construction sites. Occupational safety and health of workers and measures on worker protection on the construction site should be developed in the Contractor Health and Safety Plan. Accordingly, this provision should be included in the tender documentation.

Operation phase

The potential environmental risks during **operation** BCP will be detailed assessed when will be constructed. At this level the following impacts and mitigation can be proposed:

- Periodic training and practice sessions in safe operating procedures should be held after the starts operating.
- Environmental emergency response plan will be activated in case of accidents.

Traffic safety, especially in areas experiencing a surge in visitors like a BCP site, is a critical concern:

- High footfall and vehicle movement increase the risk of collisions and accidents.
- Improper parking can cause obstructions and lead to accidents
- Increased pedestrian movement can lead to accidents if not managed properly
- In the event of an accident, quick response is crucial.

Impact Receptor	Project phase	Intensity	Duration	Extent	Likelihood	Significance
Public Health & safety	C	High	Short	Local	Possible	**Medium**
	O	Medium	Long	Local	Possible	**Medium**

5. ASSOCIATED FACILITIES (INFRASTRUCTURE)

5.1. Ungheni area

Associated facilities: The bridge over the Prut River – planned to be build and financed by Romania and the EU.

Associated Facilities Analysis		
Description of Associated Facilities: The new bridge over the Prut River – planned to be build and financed by Romania and the EU. Border Crossing Point between Romania and Moldova including provision of infrastructure and equipment aimed at improving functionality, co-financed by a Connecting Europe Facility (CEF) grant. Works on the Romanian side will include construction of a new BCP and new bridge over Prut River. Works on the Moldovan side are proposed as part of a co-financed World Bank Project (the Project), and include construction of a 1km long access road and new BCP. Other works include the full BCP facility, as well as procurement and installation of customs control equipment for the facilities (x-ray system, weighing system, contraband inspection kit, rechargeable battery power tool kit , hand tools etc). The activities are described in a CEF grant with the objective to develop 'Solidarity Lanes', essential corridors for Ukraine's agricultural exports, as well as the export and import of other goods in response to Russian aggression in Ukraine and the reorientation of trade routes towards the West.		
Criteria in ESS1 (paras 10-11, 32)	**Applicable**	**Analysis**
Facilities or activities **not funded as part of the project** that are...	Yes	The Project consists of activities on Moldovan territory co-financed by CEF funding received from the EU and managed by the Government of Moldova. The activities on the Romanian side of the border are not funded as part of the Project.
(a) directly and **significantly related** to the project	Yes	The CEF grant to Moldova for partial financing of activities under the Project supports complementary investments on both sides of the border with Romania as part of an application submitted by Romania as the EU member state with Moldova as a beneficiary (since they are allowed to benefit from CEF grants but not allowed to submit their own application).
(b) carried out, or planned to be **carried out contemporaneously** with the project	Yes	The activities are to be carried out contemporaneously with the Project as part of the rehabilitation of crossing points along the river border between the two countries.
(c) **necessary** for the project to be viable and **would not have been constructed**, expanded or conducted if the project did not exist	Yes Yes	The activities are necessary for the fulfilment of the development objective of the GEF grant application submitted by Romania. The Romanian activities would not be constructed if the complementary facilities and activities under the Project were not undertaken. The parties depends each-other of effective finalization of this international bridge &CBP.
To the extent the Borrower has control or influence: or must demonstrate extent to which it cannot exercise control or influence by providing relevant legal, regulatory, institutional factors (FN11)	No	During implementation, the Government of Moldova would effectively have no legal or financial recourse or control over the Government of Romania's components and would have no role in managing Romania's CEF funds as these would run through Romania's budget.
To the extent that the Borrower cannot control or influence the	No	Environmental and social risks associated with the activities on the Romanian side are major environmental

Associated Activities: to meet the requirements of the ESSs, the environmental and social assessment will also **identify the risks and impacts the Associated Facilities may present to the project.**		and social issues were described in ESIA approved by the GoR, that could pose delays to the Project are on the Moldovan side and therefore under the control of the Borrower. Risks to the achievement of the Project objectives overall involve potential for lack of coordination between the two sides, delays in contracts, or changes to design which could conceivably result from impacts on land use or environmental conditions on the Moldovan side but are expected to be easily mitigated with Environmental and Social Impact Assessment and associated measures. The activities carried out on the Romanian side involve major site specific constructions and relocation of existing facilities with significant amounts of air and noise pollution, localized water, air, soil, subsoil, biodiversity, landscape impacts, and some moderate occupational and community health and safety risk during construction. There is requirement for land acquisition with potential for economic and physical displacement on the Romanian side described in the ESIA. The activities do not occur in disputed areas and there are no potential significant transboundary risks to the Project. Cumulative impacts associated with the effects of the activities on both sides (impact of bridge works on waterway, increase in non-local traffic (ie to and from Ukraine) should be taken into account in the Project ESIA.

In the regions located on both sides of the Romanian-Moldovan border, the transport infrastructure is dominated by road and rail networks. Although the density of transport infrastructure is high, its viability is precarious, due to inadequate maintenance, lack of modernization projects and financial resources. This results in significantly increased journey times and transport costs.

The project aims to create a modern communication route with implications for the regional development of the area, traffic fluidization, increasing user safety, reducing journey times, decreasing pollution at all levels in transited areas. Currently, it shortens road connections with Moldova, Ukraine and Russia.

The bridge over the Prut River will ensure the connection of the Pascani – Iasi – Ungheni highway (included in the TEN-T priority network of the European Union) with the M14 road Criva – Briceni – Chisinau – Tiraspol and will reduce the distance between Chisinau and Iasi by approximately 25 km. At the same time, the bridge will connect the highway Tg. Neamt – Iasi – Ungheni through the northern part of Ungheni in Romania with the bypass of Ungheni in the Republic of Moldova.

The future bridge over the Prut from Ungheni will be the first 4-lane bridge connecting both banks of the Prut river.

The cost of the investment is ROL 198.21 million (33 million euros), allocated from European funds from the CEF Program - Connecting Europe Facility 2021-2027 and from the state budget of Romania, allocated through the budget of the Ministry of Transport and Infrastructure, within the limits of the

amounts approved annually for this purpose, such as and from other legally established sources, according to the public investment programs approved according to the law.

The future bridge between the brothers from Ungheni, with a length of 261 meters, also includes the installation of a customs post (road) and will make the connection between Autostrada Unirii / A8 / Ungheni – Iași – Târgu Mureș.

The main features provided for the new road bridge over the Prut from Ungheni are:

- 261.20 meters – length of the future road bridge over the Prut from Ungheni village (Romania)
- 13 meters wide new bridge (Stage I) + 11.25 m (Stage II)
- 8 meters wide – the carriageway of the future road bridge over the Prut from Ungheni
- 1 km long road route
- 4 x 3.75 meters – carriageway part of connecting road
- MD – EU / RO border crossing control point, which will be equipped with parking lots for large vehicles, passenger cars and closed spaces intended for thorough checking of cars and trailers.

The new bridge will contribute to the development of road connections with the Republic of Moldova, respectively to the connectivity of the Republic of Moldova to the European TEN-T transport network, but also to streamlining traffic and optimizing the flow of transport, eliminating blockages at border crossing points.

Border crossing control point on the Romanian part

A border crossing checkpoint corresponding to prospective road traffic was designed. It runs on a length of about 530 m and is provided with:

- parking area and scales for freight vehicles;
- car parks – only at the exit of the country;
- administrative buildings;
- space for thorough verification of passengers (only at the entrance to Romania);
- enclosed space for thorough checking of cars;
- space for thorough checking of trucks (closed space with storage possibility) and Roboscan;
- customs commissioner's office, near truck parks.

Access to / from the country will be made on 7 lanes for each direction of traffic:

- 2 freight lanes (lorries);
- 3 lanes intended for passenger cars;
- 2 lanes for coaches.

Before the border crossing checkpoint, at the exit from the country, 2 parking lots related to buildings were designed

Administrative:

- approximately 250 m before the border crossing point: 23 places for cars (size 2.50 m x 5.00

m);

- next to administrative buildings: 20 seats for cars (size 2.50 m x 5.00 m).

5.2. Leuseni area

Associated Facilities Analysis		
Description of Associated Facilities: ***Modernization of the Albita-Leuseni Border Crossing Point*** between Romania and Moldova including provision of infrastructure and equipment aimed at improving functionality, co-financed by a Connecting Europe Facility (CEF) grant. Works on the Romanian side will include installation of two new weighing systems in the vicinity of the treatment station of the customs office, construction of the necessary platforms for the weighing equipment (41 m long and 4 m wide), set up of a lane for freight transport, as well as a dedicated lane for Authorized Economic Operators (AEO), and procurement of equipment for facilities for customs control for both the freight terminal and the passenger sector (20 pieces) and IT work station equipment (10 pieces). Works on the Moldovan side are proposed as part of a co-financed World Bank Project (the Project), and include upgrade of a 1km long access road by extending the existing 2 lane road to 4 lanes in anticipation of development of a new 4 lane bridge, replacing the existing 2 lane bridge over the Prut river. Other works include the full refurbishment of the freight entry facility and passenger exit facility and construction of a new freight exit facility, as well as procurement and installation of customs control equipment for the facilities (x-ray system, weighing system, contraband inspection kit, rechargeable battery power tool kit , hand tools). The activities are described in a CEF grant with the objective to develop 'Solidarity Lanes', essential corridors for Ukraine's agricultural exports, as well as the export and import of other goods in response to Russian aggression in Ukraine and the reorientation of trade routes towards the West.		
Criteria in ESS1 (paras 10-11, 32)	**Applicable**	**Analysis**
Facilities or activities **not funded as part of the project** that are...	Yes	The Project consists of activities on Moldovan territory co-financed by CEF funding received from the EU and managed by the Government of Moldova. The activities on the Romanian side of the border are not funded as part of the Project.
(a) directly and **significantly related** to the project	Yes	The CEF grant to Moldova for partial financing of activities under the Project supports complementary investments on both sides of the border with Romania as part of an application submitted by Romania as the EU member state with Moldova as a beneficiary (since they are allowed to benefit from CEF grants but not allowed to submit their own application).
(b) carried out, or planned to be **carried out contemporaneously** with the project	Yes	The activities are to be carried out contemporaneously with the Project as part of the rehabilitation of crossing points along the river border between the two countries.
(c) **necessary** for the project to be viable and **would not have been constructed**, expanded or conducted if the project did not exist	Yes Yes	The activities are necessary for the fulfilment of the development objective of the GEF grant application submitted by Romania. The Romanian activities would not be constructed if the complementary facilities and activities under the Project were not undertaken.
To the extent the Borrower has control or influence: or must demonstrate extent to which it cannot exercise control or influence by providing relevant legal,	No	During implementation, the Government of Moldova would effectively have no legal or financial recourse or control over the Government of Romania's components and would have no role in managing Romania's CEF funds as these would run through Romania's budget.

regulatory, institutional factors (FN11)		
To the extent that the Borrower cannot control or influence the Associated Activities: to meet the requirements of the ESSs, the environmental and social assessment will also **identify the risks and impacts the Associated Facilities may present to the project.**	No	Environmental and social risks associated with the activities on the Romanian side described in the CEF application appear to be minor and the main share of environmental and social issues that could pose delays to the Project are on the Moldovan side and therefore under the control of the Borrower. Risks to the achievement of the Project objectives overall involve potential for lack of coordination between the two sides, delays in contracts, or changes to design which could conceivably result from impacts on land use or environmental conditions on the Moldovan side but are expected to be easily mitigated with Environmental and Social Impact Assessment and associated measures. The activities carried out on the Romanian side involve minor site specific rehabilitation and relocation of existing facilities with minimal amounts of air and noise pollution, localized water, air, soil, subsoil, biodiversity, landscape impacts, and some moderate occupational and community health and safety risk during construction. There is no requirement for land acquisition with potential for economic and physical displacement on the Romanian side described in the CEF application. The activities do not occur in disputed areas and there are no potential significant transboundary risks to the Project. Cumulative impacts associated with the effects of the activities on both sides (impact of bridge works on waterway, increase in non-local traffic (ie to and from Ukraine) should be taken into account in the Project ESIA.

On 12 September 2023, the crossing bridge over the river Prut was put into operation after an important rehabilitation[25] . The repair works on the bridge located on the M1 expressway, located at the border with Romania – Leușeni – Chisinau – Dubăsari – the border with Ukraine, km 0, have been completed. The taking over of works was held at the end of the works. The committee, made up of representatives of the State Road Administration, the design company, the contractor and DRDP Iași, found that the works were executed according to the imposed quality standards, respecting the execution project and the regulations in force. Thus, road and pedestrian traffic on the bridge was successfully reopened. As part of the project, were carried out repair work on the bridge path, its superstructure and infrastructure. Works included: reinforcement of pile and bed with raw stone; strengthening the quarter cone with reinforced concrete; sealing the tightness between the concretes at the quarter of the cone; anchorage reinforcement of the quarter cone; hydrophobization of the soffit of the superstructure; laying the asphalt concrete layer; installation of the safety parapet; installation of deformation joints; application of road markings; installation of road signs.

The bridge over the river Prut, M1, km 0, has a length of 163.6 m and a width of 8.84 m, of which the carriageway is 7 m, and the 2 sidewalks are 0.7 m each. The value of this project is about 27 million lei, money allocated from the Road Fund. In the year 2022, the road bridge undergoing rehabilitation

[25] www.asd.md

was crossed by approximately 763,000 cars, 297,000 trucks and 46,000 buses, and the total number of passengers who crossed the bridge was approximately 3.8 million. These figures reflect the importance and heavy use of this bridge in road transport, highlighting the urgent need for rehabilitation to ensure the continued safety and efficiency of the infrastructure. This bridge is of major strategic importance for the Republic of Moldova, contributing considerably to mobility, the transport of goods and people, as well as the development of trade between our country and Romania.

New bridge will be constructed parallel with the existing one. Agreements with the Republic of Moldova regarding the construction and modernization of three bridges over the Prut, was approved by the Government of Romania on September 14,.2023. The Romanian government approved, the agreements with the Republic of Moldova regarding the construction of a new bridge over the Prut between the localities of Albița and Leușeni, respectively regarding the modernization of two existing bridges over the Prut, agreed during this year (these agreements include the modernization of the existing bridges between Sculeni and Sculeni (Republic of Moldova) and the localities of Oancea and Cahul (Republic of Moldova)). The agreements with the Republic of Moldova, were signed in Chisinau on May 9, 2023.

6. INFRASTRUCTURE PROJECTS WITH POTENTIAL CUMULATIVE IMPACTS IN THE REGION OF GIURGIULESTI

Expanding the network of highways and regional/ local roads can reduce traffic congestion and stimulate economic development but may also have negative effects on the environment and local communities.

Expanding port infrastructure can boost tourism and international trade but may have environmental impacts and cause noise and pollution issues.

These projects require detailed planning and impact assessment to minimize negative effects.

Impact assessment of the design road, control border platform, on environment and people

The impact of truck transport on the Giurgiulesti community is significant, prompting numerous collective and mayoralty complaints lodged with entities such as the Customs Service, SRA, and GoM. These grievances aim to revolve around the inconveniences stemming from the traffic of vehicles queuing and traversing the locality in the direction of Romania or Ukraine - Reni.

Currently, truck transportation through Giurgiulesti and the resulting stationing around the village create major problems for the population, including exhaust fumes, noise, vibrations, altered air quality, household waste, accident risks, blocked driveway entrances, and traffic difficulties.

The Project will contribute for solving of many of these problems or improve the situation.

The primary impacts encompass:

- ✓ The generation of household and vehicular waste left in the village and on agricultural land, including bags, plastic bottles, old tires, and oil spills etc.
- ✓ The lack of adequate facilities leading to the fulfillment of physiological needs in inappropriate places and the consequent emergence of unpleasant odors.
- ✓ Issues such as noise, vibrations, air pollution from exhaust gases, dust, blocked access to yards and agricultural land, accidents, and hazards for pedestrians and cyclists.
- ✓ While the activities proposed in the project may not completely resolve the issue, they, when combined with other efforts, have the potential to significantly ameliorate the situation in the locality.

The detailed mitigation measures for each of the issues raised by the community is provided below.

Detailed Mitigation Measures for Giurgiulesti community

1. Traffic Management Plan

- **Designated Truck Routes**: Establish specific routes for trucks that avoid residential areas as much as possible. This can be achieved by creating bypass road in Giurgiulesti or using existing in construction M3 highway.
- **Restricted Hours**: Limit the hours during which heavy trucks can travel through the locality, preferably during off-peak hours to reduce congestion and disturbance. This can be done incorporating the planned electronic ques for trucks.

- **Traffic Signals and Signs**: Install adequate traffic signals and signs to manage the flow of vehicles and ensure safety. This includes speed limits, no-parking zones, and pedestrian crossings.
- **Traffic Enforcement**: Increase the presence of traffic enforcement officers to monitor and manage traffic flow, ensuring compliance with the new regulations.

2. Waste Management

- **Waste Disposal Facilities**: Set up designated waste disposal sites for truck drivers to use, ensuring that waste is not left on the streets.
- **Regular Collection Services**: Implement a schedule for regular waste collection to prevent the accumulation of household waste. This can include daily or weekly pickups depending on the volume of waste.
- **Public Awareness Campaigns**: Educate the Giurgiulesti community and truck drivers about proper waste disposal practices through campaigns and workshops.

3. Parking Regulations

- **Designated Parking Areas**: Extension of this specific parking zones for trucks in Giurgiulesti away from residential areas. These zones would be equipped with necessary facilities such as restrooms and waste disposal units.
- **No-Parking Zones**: Clearly mark and enforce no-parking zones in Giurgiulesti residential areas to prevent trucks from blocking entrances and limiting access.

4. Community Engagement

- **Regular Consultations**: Hold regular meetings with community members to discuss their concerns and update them on project progress. This ensures transparency and builds trust.
- **Feedback Mechanisms**: Establish channels for residents to provide feedback and report issues thru SIMC, use MCS hotlines, online platforms, or suggestion boxes.
- **Social specialist**: Appoint liaison officers to act as a bridge between the project team and the community, ensuring effective communication and prompt resolution of issues.

6. Environmental Monitoring

- **Air Quality Monitoring**: Use regular air quality monitoring measure pollution levels and take corrective actions if necessary.
- **Noise Monitoring**: Use noise monitoring equipment to track noise levels and ensure they remain within acceptable limits.
- **Mitigation Impact Assessments**: Conduct periodic monitoring of environmental and social impact assessments to evaluate the effectiveness of mitigation measures and make adjustments as needed.

By implementing these detailed measures, the project can effectively address the concerns of the community, minimizing negative impacts while maximizing positive outcomes.

Also is a risk for STI and SEA due to large traffic flow and border of 3 countries in a perimeter of 3 km.

The extension of MCS truck parking lot (platform) can have social and economic consequences, concerns may arise regarding public health impact and potential security risks associated with activities in the parking lot (STD/HIV, TIP etc.).

Risk Identification and Mitigation Measures for STI and SEA Risks

Sexually Transmitted Infections (STIs). High traffic flow and border crossings can lead to increased interactions between truck drivers and local populations, raising the risk of STI transmission. Also, long periods away from home may lead to risky sexual behaviours, such as engaging with sex workers or having multiple sexual partners.
Sexual Exploitation and Abuse (SEA). Increased traffic and border activities can create opportunities for exploitation, particularly of vulnerable groups such as women and children. High mobility and transient populations can make it difficult to monitor and prevent SEA incidents.

Mitigation Measures for STIs on BCP in Giurgiulesti, Leuseni and Ungheni
Awareness and Education Campaigns. The project will **c**onduct regular awareness campaigns targeting truck drivers and local communities about the risks of STIs and safe sexual practices. **Provide information at MCS** along the routes to inform about STI testing, treatment, and counselling services. Also, collaborate with local health centers to ensure access to healthcare services for both truck drivers and the local population. Distribute pamphlets and posters with information on STI prevention and available healthcare services.

For SEA Community Engagement and Monitoring is important. Thus the SIMC collaboration is essential. Establish community mechanism informed to monitor and report any suspicious activities related to SEA. To provide information about hotlines and reporting mechanisms for victims and witnesses to report SEA incidents. During the SIMC meetings to provide specialized training for law enforcement officers on how to identify and respond to SEA cases. Support local NGOs in building their capacity to assist SEA victims and raise awareness about the issue or to provide contacts to National entities working in this area.
Foster cooperation between border authorities to monitor and prevent SEA incidents effectively.
By implementing these measures, the project can significantly reduce the risks of STIs and SEA associated with increased traffic flow and border activities. Continuous monitoring and community involvement are crucial to the success of these initiatives.

The cumulative environmental & social impact on Giurgiulesti Project area may have the road infrastructure improvement in the same area (R34, M3 bypass, Giurgiulesti bypass, M3.1 road). These activities are not a part of the WB Project but will interfere with MRCP.

The construction of the M3 road, which is more than 50% built and is expected to be delayed next year, due to retendering of works Contract, will remove some of the traffic from the village, but will not solve the transit problem from Cahul. This M3 project (Slobozia Mare bypass) is not a part of the WB Project or associated facility.

From this direction come most of the heavy vehicles that reach the area, but they have a road to bypass the village near the river. Prut and railway directly in the cargo port.

The State Road Administration intends to rehabilitate and improve the R34 road passing near the parking/customs control area near Giurgiulesti village. Additionally, the construction of the M3 bypass road (Slobozia Mare-Giurgiulesti) is already underway. A connecting road between R34 and M3 is necessary to ensure that the majority of heavy trucks coming to the customs control area from Cahul do not pass through the Giurgiulesti village (bypass).

This infrastructure development plan has several potential benefits:

- ✓ The new connecting (bypass) road can help in redirecting heavy truck traffic away from Giurgiulesti village. This can alleviate congestion, reduce traffic-related disruptions, and enhance overall traffic management especially if electronic queue will be implemented.
- ✓ By rerouting heavy truck traffic, this associate infrastructure may minimize the impact on the local community in Giurgiulesti village, reducing noise, pollution, and potential safety concerns associated with heavy vehicles passing through residential areas.
- ✓ The connectivity between R34 and M3 can streamline transportation logistics, facilitating smoother movement of goods to and from the customs control area. This can contribute to improved efficiency and reduced transit times for freight transport.
- ✓ A well-designed connecting road can contribute to enhanced road safety by providing a dedicated route for heavy trucks, minimizing the risk of accidents and improving overall transportation safety in the region.
- ✓ Improved transportation infrastructure can stimulate economic development by facilitating the movement of goods and people, potentially attracting more business activities to the area.

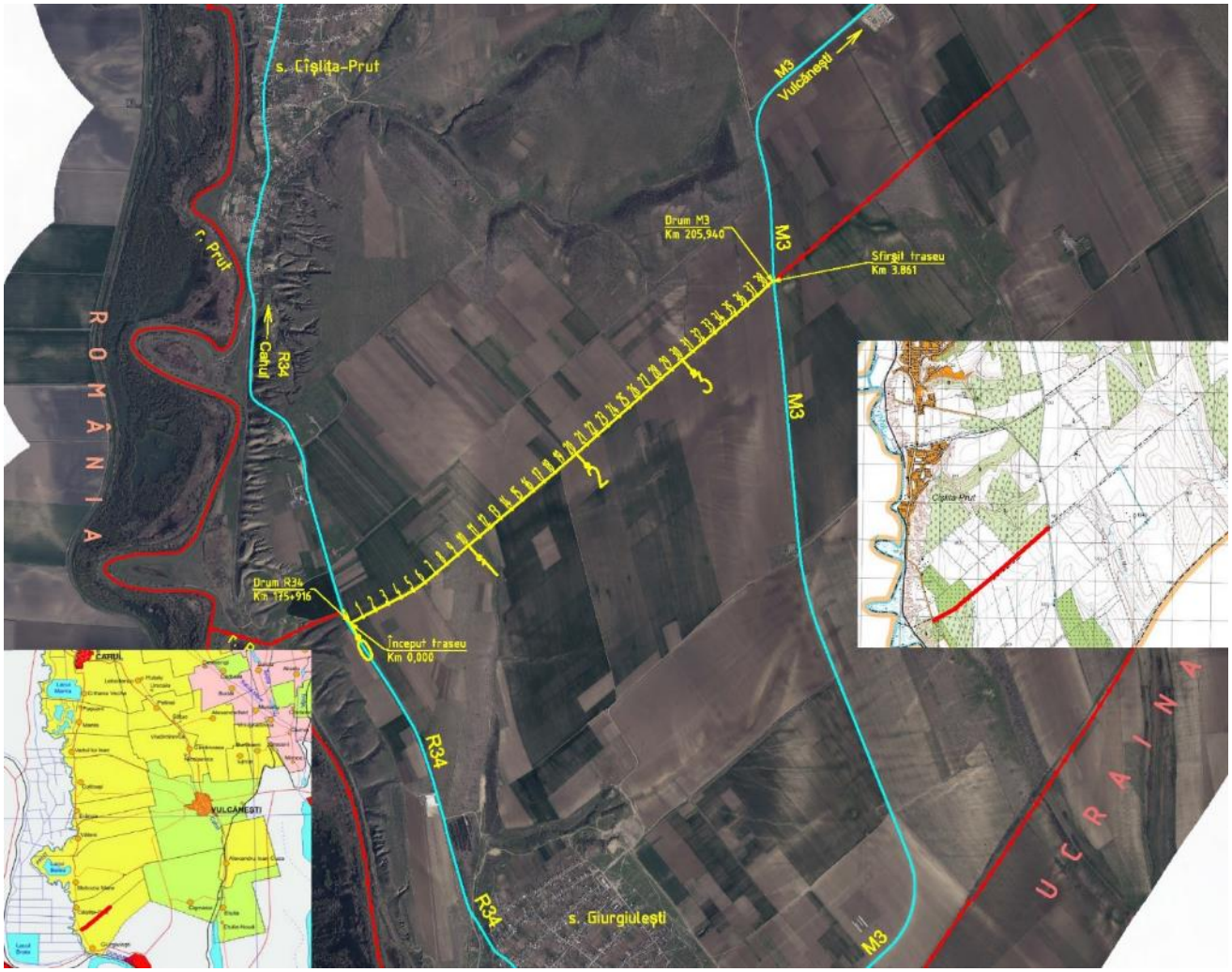
It's important for the GoM (SRA&MCS) to engage with local communities, consider environmental impact assessments, and ensure that the construction adheres to relevant regulations. This approach can help address concerns, promote transparency, and ensure the project's success.

According to road Feasibility study, the Giurgiulesti village bypass road sector is located in the south-western part of the Republic of Moldova, in the Cahul district, on the administrative territories of the villages Cîșlița-Prut and Giurgiulesti. The route of the bypass road crosses the administrative lands located on the border between the territories of Cîșlița-Prut and Giurgiulești villages. It is 3.861 km long.

From the morphological and hydrological point of view, the road is located on the left slope of the Prut river valley up to the watershed between the Prut river basin and the basin of a small tributary of the Prut river. In terms of natural areas it is located in the Bugeac steppe area. The route crosses 3 ravines with temporary water runoff caused by atmospheric precipitation. The torrents cause rock erosion. The watershed slopes are gently to moderately sloping and are agricultural. There are also vine plantations. Forest strips are planted on the slopes to reduce soil erosion caused by strong winds.

The beginning of the Giurgiulești bypass is located at km 175+915 (according to the R34 road repair project) of the R34 Hâncești - Leova - Cahul - Giurgiulești road and ends at the intersection with the M3 road at km 10+580 according to the project no. RBTC/W-SWEC-19/11 "RSP/W9/05 Construction of M3 Slobozia Mare Bypass km 0+000-km18+290".

Figure 3-1: Location of the bypass road of Giurgiulesti village in Cahul rayon


s. Cîşlița-Prut
M3
Vulcănești
r. Prut
ROMÂNIA
Drum M3
Km 205,940
Sfîrșit traseu
Km 3.861
Cahul
R34
M3
Drum R34
Km 175+916
Început traseu
Km 0,000
R34
s. Giurgiulești
M3
UCRAINA
CAHUL
VULCANEȘTI

7. PUBLIC CONSULTATIONS, STAKEHOLDER ENGAGEMENT PLAN AND GRIEVANCE REDRESS MECHANISM

During the implementation stages of the project, stakeholder engagement will be conducted in an ongoing manner and will cater to the three complementary components and their respective activities. Tailored use of participatory instruments and modalities for engagement, feedback and communication will ensure that different beneficiaries', users' and stakeholder groups' views, needs and preferences are taken into account in an easy and accessible manner.

Component A and B. Under Components A and B, target communities will be engaged in identifying safety measures associated with roads and BCP construction and rehabilitation investments. Stakeholders will be also enabled to monitor the progress of works, and influence planning processes and decisions during road rehabilitation in affected project areas. Throughout the process, public consultations will be used to address progress updates and any other issues that may arise during implementation. In case if additional land or real estate objects will be required, the owners and users will be consulted as required in the RPF.

Also, the additional round of consultations will be organized during preparation of technical design to ensure that opinion of local stakeholders is taken into account and all concerns and grievances are addressed and responded to.

Initial public consultations and disclosure of draft preliminary ESIA

The initial public consultation was organized in Giurgiulesti, Zagarancea, Leuseni mayoralties for Component B. This was done to bring the progress of preparing preliminary ESIA to the public and also to provide the identified main environmental & social possible impacts and mitigation measures proposed. Also, it presented specific information about the Project. Also, SEP, RPF, and LMP were discussed and explained the GRM process, stakeholder future involvements, and Project contribution.

According to WB and national requirements, the preliminary draft ESIA report, SEP, RPF, LPM, were published on the websites of SRA on January 22, 2024, and MCS on January 24, 2024, and also on the websites of respective mayoralties or social networks for participation on meetings and soliciting comments and suggestions. Summary hard copies of these documents were accessible to the public and at the offices of local authorities of the Project area. The disclosure period for the drafts of the documents is 30 days.

Stakeholder engagement is formally ensured through public hearing meetings to be held after the disclosure period with the involvement of all stakeholders. The records of these public consultations, announcements, minutes lists of attendees, etc. will be presented to the WB who will file them in their operational portal for their records. The records including minutes should be made publicly available at the local head office for the resident's information in a format appropriate for disclosure (ie. without any personal data).

The participants/stakeholders in public hearings were from:

- SRA
- MCS
- LPAs (mayors and members of local councils, cadastral engineers etc.)

- Social institutions
- Business
- Potential PAPs
- Social services
- Population

A non-technical summary in Romanian was published on the SRA and MCS websites on January 22-24, 2024.

https://www.asd.md/comunicate-de-presa/proiecte-de-documente-pe-aspecte-sociale-si-de-mediu-privind-proiectul-de-conectivitate-rurala-moldova/

https://customs.gov.md/ro/articles/consultarea-publica-a-proiectelor-de-documente-1891-ro

Also, the draft of SEP, RFP, LMP, and Preliminary ESIA were disclosed at the same time in English.

The electronic letters to Project mayoralties were sent on 23 January 2024 informing about availability and request to host the public meeting. A PPT was presented to the audience for environmental & social aspects.

The mayors used their network to communicate with the local population to spread the information and inviting for public hearings.

The for preliminary ESIA the public meetings were scheduled as follows:

Date	Hour	Locality	Location
For Component B: ***RPF, LMP, Preliminary ESIA, SEP***			
30.01.24	10.00	Zagarancea	Town hall / cultural house
	14.00	Leușeni	Town hall / cultural house
31.01.24	12.00	Giurgiulesti	Town hall

The Public Consultation Report is attached in Annex 2.

The next phase of public consultation will be done at the level of Site-Specific ESMP during the Project implementation.

7.1. Communication Tools

- **Public Consultations**. Consultations will continue to be organized during the project design stage and the project implementation. Public consultations will be organized for ESF framework documents, as well as site specific ESIA and other ESF documents. Moreover, public consultations will be held on an ongoing basis as part of the citizen engagement process during the project cycle.

Workshops. The workshops with local authorities and SIMC members will be held to consult on the selection of Project activities in terms of Component B scoping and implementation, routine monitoring of project activities, GRM handling, raising stakeholder awareness on project benefits, establishing project implementation procedure, timing for project implementation, identification of special needs for PAPs with vulnerabilities, etc. Other topics relevant for these workshops will be identified during project implementation.

Information boards. Establish Information Boards in each sub-Project area, in the communities that will benefits by investments and also in localities with investments for BCP facilities and facilities where component B will be implemented. On these information boards will be placed the information related to the Project, relevant for every phase of Project implementation.

Letters. The letters will be an instrument used in order to facilitate the Project implementation process through good collaboration between the implementing entities and other stakeholders.

Reports. The reports will be used to monitor the Project implementation and to keep informed the main stakeholders of the Project.

GRM will be established in line with the World Bank's ESS-10 requirements. A dedicated grievance mechanism will be set up for the Project. The stakeholders will be able to raise grievances anonymously by phone or online or using the project digital platform.

***SIMC*:** For each sub-project affected localities Social Impact Monitoring Committee (SIMC) will be created. Affected people from the community could submit in written form the complaint, request or grievance to the SIMC.

7.2. Proposed Information Disclosure Approach

The table below provides a preliminary summary of the suggested information to be disclosed based on the project design and topics that might be of interest to stakeholders. The table, like the entire document, is an evolving tool and can be updated at any point during project preparation and implementation. Some of the proposed documentation in the current draft may not be subject to disclosure and can be removed by the SRA/MCS from the table along with this reference.

In the line with WB ESS10, the information will be disclosed in Romanian language and in a manner that is accessible and culturally appropriate, taking into account any specific needs of groups that may be differentially or disproportionately affected by the project or groups of the population with specific information needs. The disclosed project information will allow stakeholders to understand the risks and impacts of the project, and potential opportunities

Project Component	**Type of information to be disclosed**	**Methods of disclosure**	**Timing/Frequency**	**Target stakeholders**	**Responsible stakeholders**
All	Proposed Project Design	SRA/MCS official	Before project appraisal	All	SRA/MCS World Bank

		websites, public consultations			
All	ESF documentation	SRA/MCS official websites, public consultations	Before project appraisal	All	SRA/MCS World Bank
All	GRM GBV/SEA/SH Health and safety impacts	SRA/MCS official websites, public consultations	During project implementation	All	SRA/MCS, Contractors, subcontractors, MCS
Component **B** Facilitating trade and expanding Solidarity Lanes	Public outreach and communications consultancy Bidding documents RPF RAP GRM ESIA, ESMPs Technical design Location of auxiliary facilities	SRA/MCS official websites, public consultations, SIMCs	Before civil works commencing, during the project implementation	Residents/business owners/vendors from the project area/vulnerable group, residents of affected settlements	SRA/MCS, SIMCs
Component C Building delivery capacity and project management support	Publishing reports	SRA/MCS official websites,	Periodically during project implementation	All	SRA/MCS

7.3. Monitoring and Evaluation

The Stakeholder Engagement Plan will be periodically revised and updated as necessary in the course of project implementation in order to ensure that the information presented herein is consistent and is the most recent, and that the identified methods of engagement remain appropriate and effective in relation to the project context and specific phases of the development. Any major changes to the project related activities and to its schedule will be duly reflected in the SEP.

Implementation of the SEP, including the monitoring of output and outcome results will be the joint responsibility of SRA and CS PIUs staff working closely with field-based team members (CS, Environmental and social experts from the Contractor`s site). The PIUs will monitor the SEP in accordance with the requirements of the Project Loan Agreement and the World Bank ESF including changes resulting from adjustments in the design of the project or project circumstances. The corresponding local government bodies will act as the intermediary project partners at local and community level. SIMCs established on local level in each locality where the Project will be implemented will be responsible for community monitoring of compliance with national legislation and

ESF documentation, communicate with Project implementation parties on behalf of community members.

Monitoring indicator	Frequency	Responsibility
Involvement of stakeholders through organizing consultations at all stages of project implementation	Throughout the entire project implementation cycle	SRA/MCS
Information disclosure on official web-sites and resources	Throughout the entire project implementation cycle	SRA/MCS
Grievance submission channels are available for all stakeholders and easy accessible. Grievances were handled and included in the grievance log.	Semi – annualy	SRA/MCS
All received grievances have been addressed, resolved and responded to.	Semi-annualy	SRA/MCS
All SIMCs had been established	During 90 days after Project appraisal	SRA/MCS , local administrations

7.4. Grievance Redress Mechanism

Definition and objectives the GRM

A Grievance Redress Mechanism (GRM) is an accessible and inclusive system, process, or procedure designed to receive, manage, and address complaints and suggestions for improvement in a timely manner. It facilitates the resolution of concerns and grievances arising from project activities, ensuring that project-affected parties receive redress and that issues are addressed early. An effective GRM is integral to enhancing accountability and transparency, providing stakeholders with a clear channel to express grievances and feedback regarding project-supported activities.

The primary objective of the GRM is to strengthen accountability to beneficiaries by identifying and resolving issues raised by stakeholders. The mechanism helps reduce the risk of the project negatively affecting citizens and beneficiaries, while also serving as critical feedback and learning tool that can improve the project's impact. It ensures that complaints are not only received and recorded but also resolved in a timely manner. Although feedback should be handled at the level closest to the complaint, all complaints must be formally registered and follow the procedures outlined in this section.

The State Roads Administration (SRA) and Moldova Custom Service (MCS) developed a project-specific GRM in compliance with the World Bank's Environmental and Social Standard 10, designed to address concerns and grievances related to the environmental and social performance of the project in a timely and efficient manner. The Project grievance mechanism will ensure that concerns are addressed promptly, effectively, and transparently, in a culturally appropriate manner. The GRM process will not prevent access to judicial or administrative remedies, and the SRA and MCS will inform project-affected parties about the grievance process during community engagement activities. Additionally, a public record documenting the responses to all grievances will be made available.

Grievances will be handled in a culturally sensitive, discreet, objective, and responsive manner, ensuring that the needs and concerns of project-affected parties are addressed appropriately. The mechanism will also allow for the submission of anonymous complaints. These procedures are designed to ensure that the grievance redress process aligns with organizational policies, legal requirements, and the requirements of the ESF as per the ESCP.

The grievance mechanism also plays a crucial role in mitigating and responding to issues of Sexual Exploitation and Abuse/Sexual Harassment (SEA/SH) in a survivor-centered and efficient way, aiming to prevent further harm.

The terms "grievance" and "complaint" are used interchangeably within the context of this document.

GRM roles and responsibilities

SRA

SRA will use its internal GRM channels to recieve grievances related to road rehabilitation activities in order to fulfill the Parts 1, 2.1.b, 2.3.a, 3.1, 3.2, 3.3 and 3.4. of the Project (e.g., quality of works, community impacts, road safety, etc.). The SRA Social Specialist will serve as the main Project Grievance Focal Point. The Project Grievance Focal Point is the central focal point and coordinator for the project's multi-level GRM and will monitor its overall accessibility and effectiveness. The Project Grievance Focal Point ensure that there are systems in place at all levels. SRA will be responsible for integrating all project-related grievances, including those forwarded by MCS, to provide complete reporting to the financiers. SRA will retain all relevant records for reporting to the bank and for audits.

MCS

Customs Service of the Republic of Moldova is responsible to fulfill the Component B and Parts 2.1.a, 2.2, 2.3.b and 3.4 of the Project. MCS will implement the Project in close coordination with SRA as set out in the Operational Manual. The Environmental and Social Specialist within the PIU for MCS will be the MCS Grievance Focal Point. The MCS will use their internal channels for submitting complaints and integrate them for Project GRM. Grievances received through the internal channels will be recorded and resolved by MCS. Weekly these complaints will be extracted from the existing electronic system and submitted to the established focal point of the entity with subsequent transmission to the person designated by SRA in the agreed electronic format, in order to ensure a comprehensive overview of the project.

Coordination between MCS/SRA on grievance response:

Primary Responsibility: The agency receiving the grievance determines its applicability and identifies if it involves both agencies or just one.

Collaboration: If the grievance concerns the other agency, it is forwarded to the GRM Focal Point counterpart with all relevant details.

Joint Review: For grievances involving both agencies, an initial meeting or consultation is conducted to clarify responsibilities.

Resolution Process:

Agency-Specific Grievance:

- The responsible agency resolves the grievance per these procedures.
- Regular updates are shared with the complainant and the other agency (if applicable)

- **Joint Grievance**:
  - Both agencies collaborate to define action steps.
  - A lead agency is identified
  - Periodic joint reviews ensure accountability

Grievance Integration Mechanism Between MCS and SRA focuses on ensuring efficient coordination and communication between two entities. Each entities will be responsible for registering and resolving complaints received according to the assumed activities.

Benefits of Using Integrated Systems:

- Ensures traceability for each grievance and avoids duplication of efforts.
- Provides a complete overview for SRA as the main project beneficiary.
- Complies with transparency and accountability requirements set by the bank's policies.

GRM channels

The effectiveness of grievance redress is optimized when the complaint is received and resolved at the level closest to where the issue has originated. However, any comments or concerns can be submitted to the project either verbally or in writing (via post or email) or by completing a grievance form via any of the uptake channels at any level. The grievance form will be made available at municipal offices that are easily accessible to all relevant stakeholders, along with a description of the grievance mechanism. It will also be available at the construction sites. Grievance form is attached as an Annex 1.

Level 1: Local level:

Contractor,Construction Supervision Engineer. The Contractor responsible for responding to any grievances received directly from stakeholders such as residents in a professional manner consistent with their contractual requirements. The channels for grievance submission will be displayed near the construction site on a large board.). Construction Contractor will take immediate action for resolution of grievance in the most prompt.
Social Impact Monitoring Committees (SIMCs) will be established at each project affected community for enhancing the effectiveness of addressing community needs and issues related to the Project. SIMCs will have a procedure of grievances resolution and SIMCs representatives will be trained on resolution of grievances. Grievances can be submitted through various channels, including phone calls, email, websites, SIMC meetings, site visits, citizen outreach events, and other available methods.

The contacts of SIMCs representatives and Engineer will be displayed at the more visible and accessible for community sites such as LPAs premises. SIMC shall also collect, document and address grievances referred by the local police officer. Accordingly, the local police officer should be informed that citizens can choose addressing their grievance to the SIMC and/or Contractor and Engineer.

Level 2: PIUs level

From the SRA and MCS following channels are available for submitting compliance: Table 1

	State Road Administration	Custom Service of Moldova:
By Email:	serviciu@asd.md	callcenter@customs.gov.md
Web page:	www.asd.md	www.customs.gov.md
In writing:	Chisinau, Bucuriei str. 12A MD 2004 Republic of Moldova	30, Nicolae Starostenco Str, Chisinau, MD-2065
Social Media:	https://www.facebook.com/asdrum	https://www.facebook.com/ServiciulVamalRM , https://t.me/s/ServiciulVamalRM
Phones:	+373 22 22 11 14	+373 22 574 182 / 574 133
Call center 24/24	+37360477117	+373 22 78-88-88
Specialized anti-corruption line	+373 76 666 222	+373 22 78-88-88
The One Stop Call Center		tel: +373 22 78 88 88, callcenter@customs.gov.md and vama@customs.gov.md(24/24)

PIUs, consultants, contractors and sub-contractors ensure dissemination of information about the Project including GRM channels and SEA/SH-sensitive GMs channels to all workers and the local population through consultations, awareness raising events and information materials posted at the accessible for stakeholders places (for example project cite bords, websites, LPAs premises etc.). The information regarding the reporting procedures will be posted in electronic windows of the project, which will be created on the official website of the Customs Service, regarding the implementation of the project.

Confidentiality and conflict of interest

Confidentiality will be ensured in all instances, including when the person making the complaint is known. For this reason, multiple channels to make a complaint have been established and conflicts of interest will be avoided.

The project is committed to safeguarding complainants against retaliation or discrimination for filing grievances.

Grievance Investigation and Resolution Process

The GRM is designed to ensure that complaints and concerns from project-affected parties are handled in a fair, transparent, and timely manner. The process consists of the following key steps:

Acknowledgement step

Upon receiving any grievance the SRA/MCS GRM Focal Points will acknowledge the complaint in a timely manner. The complainant will be provided with a grievance reference number, which will be recorded in the Grievance Log. The respective focal points will also inform the complainant of the contact details of the person responsible for tracking the grievance and provide relevant information regarding the grievance resolution process.

If complaints are submitted directly to the Construction contractor, Supervision Engineer or SIMC, they will take immediate action for resolution of grievance and will inform the contracting authorities about the complaint received, as well as about the actions taken. The authorities will be notified according to the activities concerned, SRA actions related to road infrastructure, Customs Service related to the customs infrastructure.

Complaints can be submitted through various channels such as email, phone, in person, Upon receiving a complaint, the contractor acknowledges it within a specified timeframe (e.g., 24-48 hours) and provides the complainant with a reference number. The complaint is logged into a grievance register The contractor, Supervision Engineer or SIMC, assesses the severity and nature of the complaint to determine if it can be resolved internally or requires external intervention. The contractor, Supervision Engineer or SIMC, propose a solution to address the grievance. The complainant is informed of the resolution and any actions taken, including timelines for implementation. The contractor, Supervision Engineer or SIMC, ensure that the resolution is properly implemented and monitors whether the issue is effectively addressed, preventing recurrence.

Sorting and Processing

The Contractor is responsible for maintaining records of all complaints received at the site, including the date and time it was received and details of the issue. The Contractor will document all complaints and enquiries, even verbal complaints, and how resolved, in a register and will include the register in its regular progress reports to the Supervision Engineer. The Contractor will coordinate with SIMC as needed.

Upon receiving a grievance at the site, issues related to construction activities that can be promptly resolved will be resolved by the contractor , who will investigate and determine a resolution plan to the complainants satisfaction. The contractor will coordinate with SIMC as necessary. The contractor and/or SIMCs will take immediate action to address the grievance and resolve the issue within 15 days . Once the resolution is completed and accepted by the complainant, the contractor will provide a summary report of the grievance resolution to the SRA/MCS (to the SRA those complaints related to road infrastructure, to the MCS those related to customs infrastructure).

The Supervision Engineer is responsible for handing any complaints received directly, to oversee the Contractor's response to grievances and to coordinate with SIMC as needed. Any complaint that cannot be resolved within 15 days, should be escalated to SRA. Grievances that are related to serious adverse environmental and social impacts as per ESCP, should be reported immediately.

SIMC will also establish procedures for documenting all complaints received, their status and the outcome.

For critical, more complex (requiring more than 15 days) or unresolved grievances at GRM Level 1, issues will be escalated to Level 2 to the PIUs. (depending on the complaints concerned, for example,

to the SRA those complaints related to road infrastructure, to the MCS those related to customs infrastructure). Collaboration Between Focal Points:
Focal Points collaborate to coordinate the management of grievances forwarded between institutions (from MCS to SRA).They ensure that integration mechanisms operate effectively and that data is accurately synchronized across systems.
For Project Beneficiaries:
Focal Points are considered the main points of contact for inquiries or clarifications about the GRM process. They provide a direct connection between affected communities and the institutions implementing the project.

The SRA/MCS Focal Points will conduct a comprehensive review of grievances received by their respective channels and will make decisions to address the issue effectively. Thus, each SRA/MCS Focal Points will manage the related complaints. Also, the MCS Focal Point is responsible for submission of the information and the taken action to the SRA Focal Point, in order to draw up the single register concerning the project implementation with the complex information.

The SRA/MCS Focal points are responsible for assess the nature and seriousness of grievances received for categorize complaints based on priority levels, such as urgent, moderate, or low-impact issues. Grievances that require higher-level intervention[26] or are unresolved after that time, will be escalated to the PIU Coordinator.

SRA and MCS Focal Points are responsible for ensuring that detailed records of grievances, including the nature of the complaint, actions taken, and the outcome, are maintained. Both SRA and MCS have similar electronic document management systems which provide, among others, the following functions:
• assigning a unique registration number to each document per entity;
• establishing the stage at which each active document is located;
• tracking the life cycle of each document.

These systems allow the circulation, storage and retrieval of documents in any electronic format, including images of documents on paper, but also to manage and monitor the process of collecting complaints and complaints, an electronic management system (management) of documents is created.

Both MCS and SRA will continue to maintain their individual systems for recording and managing grievances. However, SRA, as the overarching entity, will also integrate all grievances received by MCS into its own system. This integration ensures a centralized repository of grievance data, enabling consistent monitoring, reporting, and resolution tracking across the project.
The workflow can be outlined as follows:
1. MCS records grievances in its system, ensuring they are properly documented and managed at its level.
2. Relevant grievance information is shared with SRA, which records and monitors these entries in its system, aligning them with project-wide data.

[26] The World Bank should also be notified within 48 hours of learning about **any project-related grievance regarding an incident or accident** which has, or is likely to have, a significant adverse effect on the environment, the affected communities, the public or workers, including, inter alia, cases of sexual exploitation and abuse (SEA), sexual harassment (SH), and accidents that result in death, serious or multiple injury. Refer to ESCP.

3. SRA uses its system to compile all grievances, including those from MCS, for centralized oversight, analysis, and reporting.

This approach ensures that both entities maintain operational autonomy while contributing to a unified grievance redress framework for the project.

Investigation step

Under Article 8 of Moldova's Law on Petitions, grievances must be considered and resolved within 30 working days from the date of registration. If the grievance does not require additional study, it should be addressed promptly, but no later than 15 working days from the date of registration. If the issues raised cannot be resolved within these timeframes, the head of the institution or their deputy may extend the consideration period by up to an additional 30 working days, provided the complainant is informed of the extension and the reasons for it. However, the total period for resolving the grievance must not exceed 60 working days.

The SRA and/or MCS Focal point will facilitate resolution of grievances by coordinating with relevant departments or individuals to ensure a designated investigator is assigned to investigate and resolve grievances according to the above timelines. The GRM Focal Points monitor outstanding issues and recommend measures to address them. The process of investigation involves gathering all relevant facts to develop a clear understanding of the circumstances. This process may involve site visits, reviewing pertinent documents, and consulting with individuals who can contribute to resolving the issue.

The findings and proposed response will be presented by the investigator to the SRA GRM focal point ans PIU director for review. The Project coordinator (PIU director) will then recommend further actions. Once a decision is made and the complainant is informed, the investigator will document the actions to be taken, along with details of the investigation and findings, in the grievance form.

Resolution step

The PIUs will contact the complainant within 15 calendar days with a proposed resolution. If the investigation determines that the grievance does not relate to the project's activities, or that the project is in compliance with the relevant national and international standards, the PIUs will explain this in writing to the complainant, providing the rationale behind the decision.

If necessary, the deadline for investigating the complaint may be extended by an additional 30 working days, as approved by the PIUs management. The complainant will be promptly notified of this extension along with the reasons, which may include the following:

- Additional consultations are required to provide a comprehensive response to the complaint.
- The complaint involves a significant volume of complex information, necessitating the review of additional materials to formulate a proper response.

Follow-up step

The GRM Focal points track progress and monitor the implementation of agreed resolutions to ensure their effectiveness. After resolving the grievance, the GRM Focal Points may contact the complainant at a later stage to ensure that the issue has been adequately addressed and that no further problems

have arisen from the project's activities. This follow-up helps ensure that the project's activities do not cause ongoing concerns for the affected parties.

Appeals Process including national level judiciary

The GRM does not replace nor should it hinder judicial and administrative remedies, such as mediation or arbitration, which may be necessary for disputes that fall outside the scope of the GRM. A key function of the GRM is to address concerns proactively before they escalate to the level requiring judicial or administrative proceedings. Stakeholders will retain the right to appeal to the courts if they are dissatisfied with the outcome of the grievance investigation.

In case if a complainant is dissatisfied with the decision made at the internal or administrative level they have the right to escalate the matter through the national judiciary system:
A. Administrative Court Level (Judecatoriile). The complainant can file an administrative claim with the Administrative Court if the grievance involves decisions or actions by public authorities, including regulatory bodies, government agencies, or ministries. In Republic of Moldova, an administrative claim must generally be filed within 30 days from the date the complainant was informed of the decision or action that is being contested. The Administrative Court will review the complaint, the administrative act (decision), and the procedures followed. If the court finds that the public authority acted unlawfully or improperly, it may annul the decision or order corrective action.
B. Court of Appeal. If the complainant is not satisfied with the decision of the Administrative Court, they can appeal to the Court of Appeal within 15 days of the court's ruling. The Court of Appeal reviews the facts and legal grounds of the case, ensuring that the decision made by the Administrative Court was in compliance with the law.
The Court of Appeal can either: Uphold the lower court's decision. Overturn or modify the decision based on new legal arguments or facts presented.
C. Supreme Court of Justice (Final Appeal) If the complainant is still unsatisfied after the Court of Appeal's ruling, they may file an appeal with the Supreme Court of Justice.The Supreme Court primarily reviews cases on points of law, ensuring the interpretation of laws is consistent across lower courts. It does not typically reexamine factual issues. The decision of the Supreme Court of Justice is final and binding, and it represents the last level of judicial appeal in Moldova.
If the issue relates to potential violations of human rights or poor public administration, the complainant can also appeal to the Ombudsman (Avocatul Poporului) in Moldova. The Ombudsman can investigate complaints against public authorities, ensuring that citizens' rights are respected and that they receive fair treatment.
In Moldova, the judicial appeals process provides a structured route for complainants to challenge decisions and resolve grievances in a fair and transparent manner. If internal resolution mechanisms fail, complainants can seek recourse through the Administrative Court, with further appeals possible through the Court of Appeal and the Supreme Court of Justice. For some cases, alternative dispute resolution and the Ombudsman can offer quicker, less formal options. This multi-step process ensures access to justice and accountability for all parties involved.

Pursuant to the Regulation on the operation of anti-corruption telephone lines approved by Law no. 252/2013, Law no. 325/2013 regarding the assessment of institutional integrity, Integrity Law no. 82 of 25.05.2017 ASD/MCS has implemented an anti-corruption hotline, which facilitates the collection of information regarding possible acts of corruption, but also other types of complaints and complaints. This line is an additional tool for citizens and employees, ensuring confidentiality and encouraging the reporting of any irregularities related to the implementation of road projects.

All incoming calls are recorded in the Call Register to the special anti-corruption line. The information registration number is assigned and communicated to the caller in the manner provided by the Regulation on the operation of the anti-corruption hotline system, approved by Law no. 252/2013, to give him the opportunity to find out about the actions taken after the registration of the appeal.

The anti-corruption line contributes to increasing transparency and strengthening public trust in the Administration, facilitating the prompt identification and management of problems related to corruption or other administrative irregularities. All complaints received through this channel are treated with priority and rigorous investigation.

GRM for workers. Contractors as employers are obliged to establish their own internal grievance mechanism. Project's workers shall be informed alternative GRMs in case their issues cannot be settled in an amicable manner by their respective employers and/or in case they do not feel safe in reporting grievances to their employers (such as unsafe working conditions). Also, if he consider in a dangerous unsafe situation with disastrous implications for health or imminent for life when there is no time to notify company managers (overheating of containers with risk of explosion, gas leaks, broken/non-insulated electrical cables, etc.) must be informed that they can submit a complaints directly at Focal Points or at address indicated in the Table 1 without being subsequently penalized by the Company. Information about the existence of the grievance mechanism will be readily available to all project workers (direct and contracted) through notice boards and other means, as needed. Also, the GRM will be described in workers' induction trainings, which will be provided to all project workers.

The main monitoring entity for workers will be the Construction Supervision Engineer. In his responsibility will be to monitor how many employees are on site, if they are working in safe conditions, if they are paid by Contractor and are not discriminated for any reasons.

Workers can submit grievances through various channels (online forms, emails, in-person. The grievance is acknowledged, and a reference number is provided. An investigation is conducted to verify the facts and assess the validity of the complaint. Based on the findings, appropriate actions are taken (e.g., disciplinary action, policy changes, compensation). The worker is informed of the resolution and any actions taken. Workers can appeal the decision if dissatisfied, with the case being reviewed by a higher authority. Ensuring that the solution is effectively implemented and preventing recurrence.

GRM at the Project level is applicable to PIU, Contractors, workers, people living in Project area and will be maintained during the entire period of Project implementation. The GRM will ensure that the all stakeholders can effectively be engaged in the Project design, implementation, provide project staff with practical suggestions/feedback on Project activities allowing them to be more accountable, transparent, and responsive. Ensure a fair, transparent process for resolving workplace issues, maintain a positive and respectful work environment, protect workers from retaliation and maintain confidentiality, helps improve employee satisfaction, resolve conflicts, and maintain organizational harmony.

Sexual Exploitation and Abuse /Sexual Harassment (SEA/SH) Grievance Mechanism. The project adopts a comprehensive and survivor-centered approach to handling sensitive and confidential complaints, including those related to Sexual Exploitation, Abuse, and Harassment (SEA/SH), in compliance with the World Bank Environmental and Social Framework (ESF) Good Practice Note on

SEA/SH. The grievance mechanism (GM) ensures survivors are protected from stigmatization, rejection, and reprisals while providing timely access to support services.

SRA and MCS GRM focal points will also act as SEA/SH focal points. The Project SEA/SH focal points before receiving complaints from SEA/SH survivors should provide information on the mandatory reporting obligations under the Moldavian legislation, GM mandate including its limitations and availability of GBV services. This should enable survivors to make informed choices on launching formal complaints through the relevant Project GM.

The Project SEA/SH focal points while receiving a complaint should only ask for the following information:

- ✓ the nature of the allegation—what a survivor says in her/his own words without direct questioning;
- ✓ if, to the best of the survivor's knowledge, the perpetrator is associated with the project;
- ✓ when possible, the age and sex of a survivor; and
- ✓ when possible, information about whether the survivor was referred to services.

After receiving a complaint the Project SEA/SH focal points promptly refer the survivor to the specialized GBV service(s) (health, legal, psychosocial, security and other assistance) after obtaining her/his consent. The concent form is attached as an Annex 3. If the survivor is below 18 years of age, the consent of his/her parents/guardian is required. Referral to services depends on the consent, needs and choices of the survivor.

The list of local service providers will be indicated during Project Implementation and before commencing any civil works.

Project Implementing Units (PIUs), contractors, and sub-contractors are responsible for creating a safe and enabling environment where survivors and community members can report incidents without fear of retaliation, trusting that perpetrators will be held accountable.
Before further action, the receivers of complaints must obtain explicit consent from the survivor. The consent form is attached as an Annex 3. To properly manage SEA/SH GRM, PIU staff, GBV focal points, contractors, and supervising engineers will be trained before commencing any civil works.

Upon receiving compliance and consent from survivor, SEA/SH complaints will be logged in a password-protected electronic system maintained by SRA and MCS GRM focal points who will also act as SEA/SH GRM focal point, ensuring confidentiality.
Key responsibilities of SEA/SH focal points include:

- Acknowledging and registering complaints in the GM log.
- Referring survivors to GBV service providers, with their consent.
- Reporting incidents to law enforcement, as mandated by Moldovan law, and obtaining survivor consent where applicable.

To ensure widespread knowledge of the GM information on reporting procedures is displayed in easily accessible public venues, including project sites, municipal offices, healthcare facilities, and GBV service organizations. PIUs, contractors, and sub-contractors disseminate information through training, awareness campaigns, and informational materials.

The contractors are responsible for developing and implementing a robust SEA/SH procedure to ensure effective prevention, response, and management of SEA/SH risks within the project. This procedure must align with the project's grievance mechanism (GM) and adhere to the principles of confidentiality,

survivor-centered approaches, and compliance with national legislation. The contractor is tasked with fostering an environment that encourages reporting without fear of retaliation by disseminating clear information on reporting channels, conducting awareness campaigns, and providing training to all workers on SEA/SH prevention and response. Additionally, the contractor must establish a system for promptly referring survivors to specialized GBV service providers and ensure that all SEA/SH complaints are properly recorded and handled with the utmost confidentiality. The contractor is also expected to collaborate with project stakeholders, including the PIUs and supervising engineers, to maintain a comprehensive and accessible grievance mechanism while ensuring adherence to mandatory reporting requirements and survivor consent protocols. More detailed procedure will be elaborated in ESMP and Contractor ESMP.

Grievance Log

It is important that all complaints, including the anonymous ones, to be recorded in writing and stored in a database. Each grievance should be assigned with an individual reference number and appropriately tracked and recorded actions are completed. The all grievances submitted will be registered / entered into a unique register/database. The directly received grievances from local level will also be sent to SRA/MCS for registration in the unique register. SRA/MCS will be the grievance focal point of this Project. Thus, SRA/MCS will collect the grievances and further will direct them to the local level or to the Project level for examination and solution depending on the subject and location of the grievance.

A simple database will be developed under the Project to manage and monitor the grievances. The documentation on grievances will include:

- the name and contact details of the complainant;
- the date and nature of the complaint;
- the group charged with addressing the complaint;
- any follow up actions taken;
- the proposed resolution of the complaint; and
- how and when relevant Project decisions were communicated to the complainants.

For the verbal grievances, it will be suggested to the complainant to use the number phone to record a verbal message. The project will also facilitate assistance to the complainant in transcribing a written complaint, as needed. To ensure inclusiveness and accessibility, allowing everyone to participate effectively in the complaints process, both institutions have a hotline where people can register their complaints verbally, which staff can then document in writing.

The Grievance log will be submitted to the Bank of quarterly basis for review. The template of the GRM log is attached as an Annex 2.

Awareness Building and Capacity building

Dedicated communication materials, such as GRM pamphlets and posters, will be developed to help local residents familiarize themselves with the grievance redress channels and procedures. A GRM guidebook/manual will also be prepared for SIMCs, and suggestion boxes will be installed in each affected community ensuring that anonymous grievances also could be submitted.

The PIU's website will provide clear information on how stakeholders can submit feedback, questions, comments, concerns, and grievances. It will also offer the option to submit grievances electronically. Additionally, the website will include details on how the GRM committee operates, including its processes and deadlines.

The information about the Grievance Redress Mechanism will be available at the online platform and will be included in the communications conducted with the project stakeholders through the communications methods and tools that are part of this stakeholder engagement plan and communications plan under the project, including emails, website, workshops, meetings, consultations, etc.

The SRA/MCS GRM Focal Points will train other team members and departments on these grievance handling processes and principles.

Monitoring and reporting on GRM implementation

Policies, procedures and regular updates on the GRM system will be made available for all stakeholders. The GRM Focal Points will regularly track and monitor the status of complaints to ensure that all grievances are resolved within the established timeframe.

SRA is responsible for integrating and consolidate all project related complaints received into a single report from all channels and levels, for periodic submission to the World Bank, as set out in the ESCP. MCS Focal Point will prepare periodic reports about the GRM and provide it to SRA.

Respective agencies will also publish reports for all stakeholders. The reports will contain the following information:

- Status of establishment of the GRM (procedures, staffing, awareness building, etc.)
- Quantitative data on the number of complaints received, the number that were relevant, and the number resolved;
- Qualitative data on the type of complaints and answers provided, issues that are unresolved;
- Time taken to resolve complaints;
- Any issues faced with the procedures/staffing or use;
- Factors that may be affecting the use of the GRM/beneficiary feedback system;
- Any corrective measures suggested/adopted and satisfaction of the complainants.

GRM at the Project level will be maintained during the entire period of Project implementation. The GRM will ensure that all stakeholders can effectively be engaged in the Project design, implementation, provide project staff with practical suggestions/feedback on Project activities allowing them to be more accountable, transparent, and responsive.

SRA/MCS Focal Points will prepare periodic reports to analyze trends, identify systemic issues, and suggest improvements to the grievance handling process.

8. INSTITUTIONAL ARRENGEMENTS

To facilitate the implementation of the Project, two **Project Implementation Units** (**PIUs)** were created:

(i) a Project implementation unit ("SRA PIU") within SRA, with functions and resources acceptable to the Bank, and adequate staff, including a financial management specialist, a procurement specialist, an environmental specialist, a social specialist, a resettlement specialist and a health & safety specialist, with qualifications acceptable to the Bank, as further described in the Project Operations Manual.

The SRA will implement road rehabilitation works under Component A, as well as access roads and civil works part of Component B. The SRA will implement road rehabilitation works under Component A, as well as access roads and civil works part of Component B and Building sustainability, delivery capacity and project management support part of Component C.

SRA has experience in implementing the LRIP including the associated social, environmental, and fiduciary requirements.

(ii) a Project implementation unit ("MCS PIU") within MCS, with functions and resources acceptable to the Bank, and adequate staff, including financial management specialist, a procurement specialist, an environmental and a social specialist, and a health & safety specialist, with qualifications acceptable to the Bank, as further described in the Project Operations Manual.

The MCS will be the implementing agency for border crossing enhancements and associated activities under Component B and Building sustainability, delivery capacity and project management support part of Component C.

Although MCS does not have recent experience implementing IBRD projects, the scale and scope of investments envisaged under Component B is expected to be within its capacity. The Bank will be providing additional guidance and implementation support to MCS as a "new" implementing institution based, in part on a fiduciary assessment covering FM and procurement.

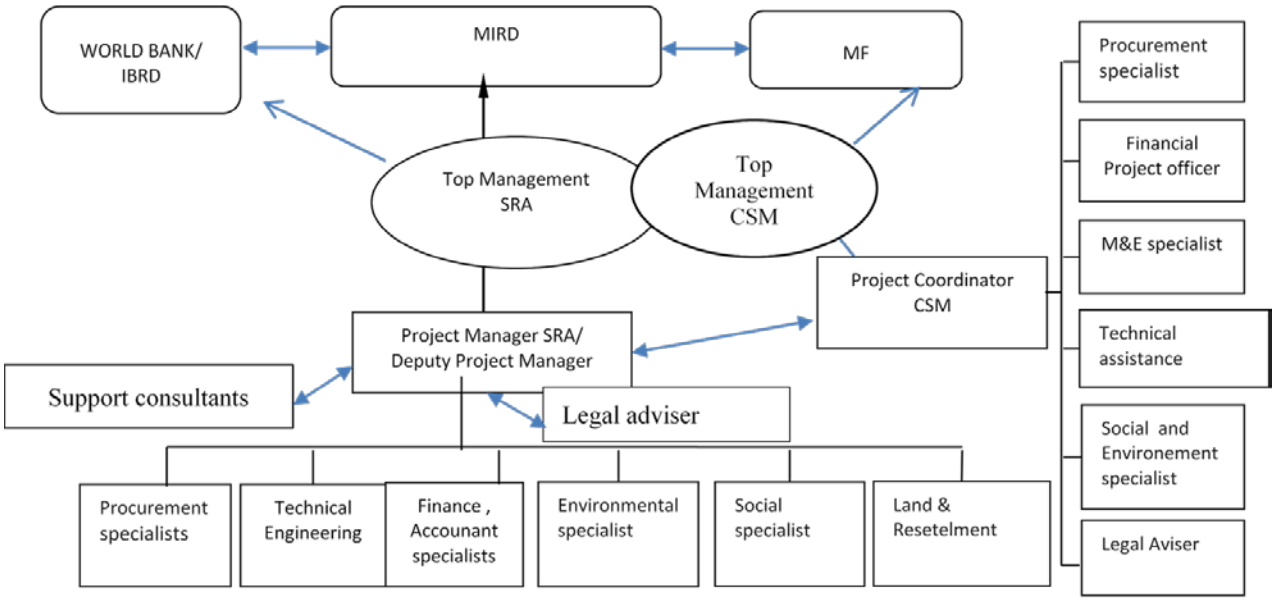
The Technical Working Group (TWG): The overall supervision of the MRCP implementation is to be carried out by the Technical Working Group, which will conduct regular supervision of project implementation by the various institutions described above and coordinate working relations with various government agencies and stakeholders.
Technical Working Group (TWG) is headed by the Minister of Infrastructure and Regional Development and includes the ministers and heads of the entities, operational staff in the branch established to facilitate the coordination of the implementation Project in according to the nominal composition of the TWG. The TWG will meet at least four times per year to review the progress of implementation and take decisions on the direction or restructuring of the Programme or Project if necessary.
The Technical Working Group has the following functions:

- Ensure observance of general policies and principles governing the implementation of the Project;
- Review and approve annual working plans project budgets, to be prepared by the PIUs;
- Monitor the implementation of the project activities, and if necessary advance proposals and requests to foster and facilitate the implementation of the project;

- Performs other functions in order to ensure the smooth running of the project implementation.

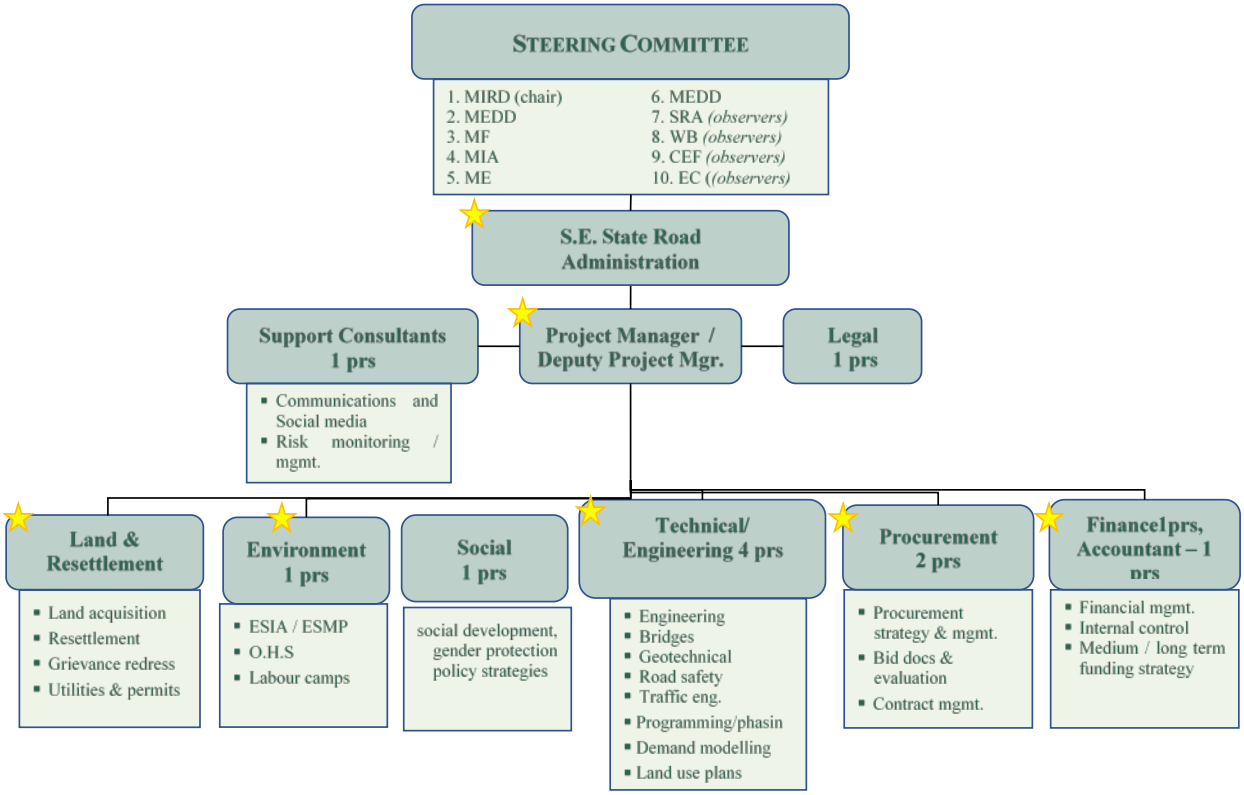
SRA PIU will execute the overall secretariat function and logistic support for the Technical Working Group operation, including preparation of meetings agenda, compiling minutes, develop draft decisions and maintain an archive of documents and resolutions issued by the Technical Working Group.
The Project Implementing Units shall:
(a) comply with the technical, procurement, fiduciary, environmental and social requirements applicable to the Project, the Project Operations Manual and the Anti-Corruption Guidelines of the World Bank;
(b) operate and maintain, throughout Project implementation, its technical and administrative units, with qualified staff in sufficient numbers, adequate funds, facilities, services and other resources for Project implementation, for the adequate management, implementation and reporting of the Project; and
(c) establish and maintain, throughout Project implementation, a Technical Working Group which shall include representatives from within its relevant departments, to ensure that Project activities are coordinated and implemented effectively.

The diagram below reflects EQIP implementation arrangements:



i) **The PIU from SRA** has direct responsibility for implementation of its respective Project components indicated in the figure 1.

Figure 1. SRA Project Organizational Structure Chart



The Project Manager. The Project Manager's scope of work will include overall management of : (i) regular monitoring and reporting of progress and project results, (ii) major project administration; (iii) media relations and presentations; (iv) briefings to senior policy makers and Technical Working Group; (v) strategy development; (vi) fiduciary oversight, control, and accountability; (vii) oversight and accountability for land acquisition and social and environmental risk management activities; (viii) project stakeholders engagement including organization of consultations with them and developing project level GRM for receiving in time feedback during project implementation ; (iv) human resources management.

The Deputy Project Manager's scope of work will include: (i) major project administration; (ii) schedule and budget coordination; (iii) quality oversight and control. The assignment objectives include:

Manage the overall delivery schedule for Project preparation tasks and planning for Project implementation;

Ensure smooth day-to-day administrative functioning of the Project Implementation Unit (PIU);

Support the Project Manager's role in key tasks such as external relations, and reporting;

Integrate different project preparation work streams (technical, social, environmental, etc.);

Provide management oversight and direction to senior project officials who are leading different work streams relating to project preparation; and

Manage the contributions of consultants assigned to supporting the PIU.

The PIU will also include 4 **Technical Project Officers** who will ensure: (i) overall engineering oversight and responsibility for the Project; (ii) design and management of technical consultancy assignments; (iii) site inspections and supervision; (iv) community and stakeholder consultation; (v)

market outreach and assessment; (vi) support to the Project's land acquisition, Environmental and Social Impact Assessment, and procurement tasks.

The main tasks of Technical Project Officers includes to:

- Develop qualification criteria to be used in the procurement of works;
- Provide the first line of quality control on the outputs of the Project feasibility study and other technical preparation studies / activities. Source, develop TOR for, procure, and direct the activities of experts who can undertake independent quality reviews where necessary. Specifically, these external reviews should ensure that final outputs meet international standards for quality and comply with relevant specifications;
- Advise the Project Manager and Deputy Project Manager on technical options / issues and their impacts on cost and proposed delivery schedule of preparation activities and works. This will include recommendations on decisions to be taken at critical junctures of the Project feasibility study;
- Manage the phasing of technical Project preparation activities and the integration of technical work streams with the Project's Environmental and Social Impact Assessment;
- Provide technical inputs to the Project's land acquisition process;
- Lead the preparation of Quality Assurance Plans for specific works as identified in the Project's feasibility study;
- In cooperation with the Chief Procurement Officer, conduct market outreach to prospective civil works contractors regarding envisaged Project scope, likely contract packages, and tender processes;
- Lead efforts to collect all data, reports, and information from prior technical work on all border-crossing points (Leuseni, Ungheni and Giurgiulesti) and the corridors for MRCP Programme. Lead development of data and information which can be compiled and made available to prospective bidders; and
- Participate in establishment of the Project Grievance Redress Mechanism and maintain it throughout the Project implementation.
- Participate in community and project stakeholders' engagement including consultations with them as the Project's senior technical representative.
- Verification and approval of Interim Payments Certificates (IPC);
- Verification and approval of Variation Orders (VO) and other technical modification during the implementation.

The PIU will include 1 **Financial Officer** and 1 **Accountant.** The scope of works will include the following: (i) planning and management of Project budgets; (ii) development of financial reports; (iii) financial control for project expenditures; (iv) management of disbursements from the World Bank and other development partners (if applicable); (v) monitoring and management of the Project's foreign exchange risks.

The main tasks performed by the Financial Officer and Accountant will include:

- Prepare annual and medium term Project budgets based on workplans and available resources. These should be shared with the Ministry of Finance for inclusion in national budget process;
- Prepare project disbursement forecasts for the World Bank and the Ministry of Finance;
- Collect and compile expenditure data the implementation to compile Statements of Expenditures. These should be categorized by project component and withdrawal categories according to the Financing Agreement with the World Bank;
- Support the development of financial reports for the project based on IPSAS standards. This will include overseeing the production of Financial Management Reports, Unaudited Project Accounts, and Audited Project Accounts according to the frequencies prescribed in the Financing Agreement with the World Bank;
- Prepare the Withdrawal Applications for disbursement of World Bank and other development partner funds (if applicable). In the case of the World Bank, it will include use of the Bank's Client Connection online system.
- Monitor, report on, and manage the Project's foreign exchange risk exposure resulting from cross currency contracts and the currency of commitment for the project's external financing with the World Bank and other development partners (if applicable). The status of foreign exchange exposures and unrealized gains / losses should be included in the Financial Reports;
- Design and manage the Project Implementation Units financial controls. This will include: (i) checks and approval for expenditures based on relative risks; (ii) defined financial responsibilities for project staff at different levels of authority; (iii) a system for ensuring proper custody of Project assets; (iv) documentation relating to Project expenditures; (v) internal audit procedures for cross checking of accounts, payments and transaction entries for timely detection of errors and any irregularities;
- Prepare an annual inventory of assets along with historic costs, accumulated depreciation, and estimated residual values, to facilitate financial reporting;
- Support in arranging the annual audit process (drafting the ToRs, selection of the project auditor, assistance to the auditors in the course of audit, review of draft audit report and provision of comments)
- Design an action plan on auditors' recommendations and follow up on their implementation, if applicable, and
- Serve as the primary point of contact with the Ministry of Finance, the World Bank's Financial Management Specialist(s), regarding the project's financial management functions and withdrawal applications.

The SRA PIU will include *3* **Procurement Project Officers** who will be assigned the following tasks:

- Oversee the Project Implementation Unit's procurement activities and ensure compliance with the conditions of the Financing Agreement and the World Bank's applicable procurement policy framework and regulations;
- With inputs from other PIU specialists, design the Project Implementation Unit's procurement strategies for preparation activities as well as the eventual procurement of goods, works and services. This should include consideration for optimal contract sizing, bundling of related works,

, and other considerations related to successful procurement outcomes for final decisions by the senior project leadership and tender evaluation committees;

- Lead market sounding and outreach efforts for contracts relating to project preparation activities as well as proposed civil works contracts. Undertake market due diligence on both domestic and international firms that are / or could potentially be active in local market particularly for consulting services and road constructions and civil works contracts;
- Support tender evaluation committees to vet bidder qualifications, undertake due diligence on proposal's, and execute contract negotiations;
- Compile the Project's Procurement Plans that propose contract packaging, selection methodologies, budgeted amounts, and envisaged timelines. The Procurement Plans should be developed, revised, and approved in consultation with the World Bank's Task Team Leader(s) and procurement specialist(s);
- Design and manage the operation of a contracts register with information regarding the Project Implementation Unit's past, present, and planned contracts with external parties;
- Serve as the primary point of contact with public services agency. (if required), the World Bank's Procurement Specialist(s) regarding procurement procedures, prior review 'no-objections,' and ex-post procurement reviews (where applicable); and
- Lead the PIU's due diligence and follow-up efforts relating to any procurement related complaints received.

In addition, one external Procurement specialist will be hired in accordance with Bank's Regulations to ensure SRA's support during the Project's implementation.

The **Environment Specialist** will be part of the Project implementation team and will be responsible for assessing environmental impacts of interventions of the Project. He/she will be in charge of overall implementation of the Project's ESS documents, inspection and monitoring of environmental compliance at worksites of sub-projects, advising project participants on environmental questions, and coordination the overall environmental monitoring and reporting at project level.

The Environmental Specialist will be responsible for assisting the final beneficiaries in implementation of the sub-components of the project, including screening sub-projects for environmental impacts, reviewing environmental management plans, monitoring their implementation, advising and guiding the final beneficiaries on specific environmental issues and management options and ensuring that cumulative impacts are addressed. Furthermore, the Environmental Specialist will also be responsible in identifying training needs of the final beneficiaries, ensure that environmental requirements are integrated into bidding documents for physical investments, and analyzing contracts and application in terms of environmental management and mitigation issues. The Environmental Specialist will periodically collect information on changes and impact of the project activities and will study the environmental condition of the project area and identify main environmental parameters.

More precisely, the Environmental Specialist will:

- Ensure Project compliance with the environmental protection legislation in local (Republic of Moldova) and the World Bank environmental safeguards policies that apply under the Project's Financing Agreement, and that may apply to the infrastructure built subsequent to the studies funded under the Financing Agreement; Prepare guidelines, tools and notes for use in the Project based on relevant environmental policies, acts and regulations/directives of national and of World Bank Group;

- Ensure that the Project is implemented in accordance with the ESMF/ ESMPs, environmental & social standards and other relevant contractual provisions;
- Advise on development of mitigations measures for the Project's likely environmental impacts and ensure their inclusion in subsequent procurement processes and contract documents;
- Ensure that relevant environmental requirements are included in the Bidding Documents for Service, Works, and Supply Contracts. These include ensuring that the standard environmental and social contracting clauses developed as part of the ESIA, ESMF and ESMPs are incorporated into proposal requests or bid packages as necessary. Assist the Procurement Specialists and other PIU members with issues related to environmental aspects;
- Review periodically the status of all the environmental permits. A periodic status update will be included as a component of the reporting requirements;
- In close cooperation with the social specialist, advise on development, plans and programs to protect the health and safety of workers who will be employed to develop the Project's civil works;
- Provide operational support on environmental risk management including undertaking regular site visits to assist task teams to review documentation and implementation to ensure that environmental issues have been adequately addressed and that the project is in compliance with ESMF;
- Provide ongoing monitoring and supervising of implementation by Contractors of the environmental plans and environmental protection measures specified in the ESMPs and other ESS applicable instruments in order to assess the Contractor's environmental performance;
- Timely and accurately document cases on Contractor's non-compliance with the environmental requirements;
- Ensure that neighboring communities and other stakeholder feedback is incorporated in the design of project activities and environmental impact mitigation measures;
- In close cooperation with the Social specialist, advise on preparation of, mitigations measures for the potentially negative impacts of labor camps on Project communities;
- Prepare progress reports on the implementation of the ESMPs;
- Update ESS-related documents as and when required, as well as other Project documents such as the Project Operations Manual;
- Participate in the commissioning of works from the environmental side;
- Notify and investigate incidents on/off-site;
- Identify needs for training and awareness based on nonconformities occurred on/off-sites;
- Inspect the works during the Defects Liability Period (DLP) for ESS-related aspects;
- Manage grievances relating to environmental impacts and ensure that the Project Implementing Unit takes appropriate action to address grievances received.
- Perform other tasks and responsibilities related to the environmental issues as might be requested by the Project Manager and / or PIU Director.

The Social specialist will provide support to the SRA social, environmental, OHS and resettlement specialists in ensuring, monitoring and reporting on Project implementation in accordance with the requirements of Moldovan Legislation and the World Bank's Environmental and Social Framework (ESS) and other Project documents, as well as in accordance with all ESS documents prepared for the

project; site-specific Environmental and Social Management Plans (ESMPs), Labor Management Procedures (LMP), Resettlement Policy Framework (RPF), Stakeholder Engagement Plans (SEPs), and any other sub-management plans. In addition, it will carry out E&S screening of the project activities including assessment of project's social impacts and preparation of risk mitigation plans, preparing the site specific E&S assessment and SEP documents, their review and approval, conducting ESMPs supervision and monitoring for activities.

The Social specialist will have to prepare, disclose and adopt sub-project specific ESMPs, ESMP Checklists, SEPs, and in case of other instruments as necessary, (including Waste Management Plans (WMP), Hazardous Waste Management Plan, Community Health and Safety Plan (CHSP), Traffic Management Plans (TMP), Occupational Health and Safety Management Plans (OHSMP), Chance Find Procedure, project level Pest Management Plan (PMP) and any other instruments, before the commencement of bidding works for the relevant activities, and update and implement those documents/plans/procedures during the implementation of the Project.

More precisely, the Social specialist will have to:

1. Provide targeted training and capacity-building support to the existing social specialists within the SRA.
2. Facilitate knowledge transfer related to the World Bank's ESS standards, focusing on enhancing the skills of the SRA team in managing and mitigating social risks.
3. Work closely with the responsible SRA staff who will be assigned as the social, environmental, OHS and resettlement experts, and share all information with them and ensure that the process continues.
4. Carry out random site visits in order to evaluate the compliance of the activities with the E&S requirements laid down in the documents prepared for this Project, and report findings and suggest and monitor corrective measures in case of non-compliance.
5. Conduct social risks and impacts reviews, internal supervision of project operations to ensure compliance with ESMF, ESCP, LMP, SEP procedures, applicable laws, regulations and standards, and the WB's requirements for social standards.
6. Ensure that procurement documents include all necessary requirements including site specific ESMPs/ESIAs to be consistent with ESS requirements, with special focus on environmental risk related elements.
7. Incorporate the requirements of the approved ESMPs, LMPs, and other relevant E&S documents and/or plans into the Environmental, Social, Health and Safety (ESHS) specifications of works. Thereafter, carry out continuous monitoring of construction works to ensure that the contractors and supervising firms comply with the requirements of these documents as well as ESHS specifications of their respective contracts.
8. Work closely with the responsible staff who will be assigned as the social expert of the works contractors, and share all information with them and ensure that the process continues.
9. Provide guidance and direction to SRA, management and personnel for achieving compliance with all applicable ESS social standards and requirements.
10. Assist the SRA in gathering community-driven requests for the implementation of Project Component A.2: Community Inclusion & Accessibility.
11. Plan, organize, and implement stakeholder engagement activities, including public consultations, ensuring that feedback from affected communities and other stakeholders is incorporated into project planning and implementation.

12. Assist SRA in maintaining and managing the project's Grievance Redress Mechanism (GRM), ensuring that grievances related to social issues are effectively addressed and documented.
13. Assist the SRA Team in establishing Social Impact Monitoring Committees (SIMCs) and coordinating their work. Plan, organize and implement stakeholder engagement activities including stakeholder consultation meetings, as per SEP in a timely and effective manner.
14. Inform SRA about the need to update ES instruments when/if necessary, in the course of implementation of the Project, as well as in case of the domestic legislation changes.
15. Ensure that relevant social procedures in line with national legislation and the World Bank Environmental and Social Standards (ESS) are conducted in case of any change in the design of the sub-projects, if deemed necessary, and follow up on their implementation.
16. Contribute to the preparation of six-monthly progress reports to the World Bank on the monitoring activities conducted, and the status of E&S compliance and any issues encountered during project implementation.
17. Ensure that all approvals/licenses are in place prior to carrying out the project activities and make sure all the records are kept accurately including the permits collected by the Contractor/s.
18. Assist in the revision of the Project Operations Manual (POM) in collaboration with the SRA, ensuring that it reflects the latest E&S requirements and best practices.
19. Perform other duties assigned by SRA Project Coordinator (or the like).

The Legal Project Officer will (i) work closely with all the team staff and Contractors in order to manage the conflicts that have arisen, to avoid claims, withholding payments and other requests; (ii) support in drafting letters and approving variation orders; (iii) planning and supervision of physical and financial progress; (iv) Knowledge of local legislation and international contract procedures, and (v) assisting the team at all meetings and meetings with Entrepreneurs or local Public Authorities. The following tasks are assigned for this position:

- Offers legal advice as and when required on various matters arising out of the day to day operations of the Authority;
- Drafts contracts and other legal instruments to which the Authority is party to;
- Actively participates in resolving contractual disputes/litigation in Courts of Law as well as Out of Court settlements;
- Supports in developing and implementation procedures;
- Prepares legal briefs/opinions as and when required;
- Compiles and keeps proper custody of registers of all legal documents including Agreements, Guarantees, signed contracts, insurances etc.

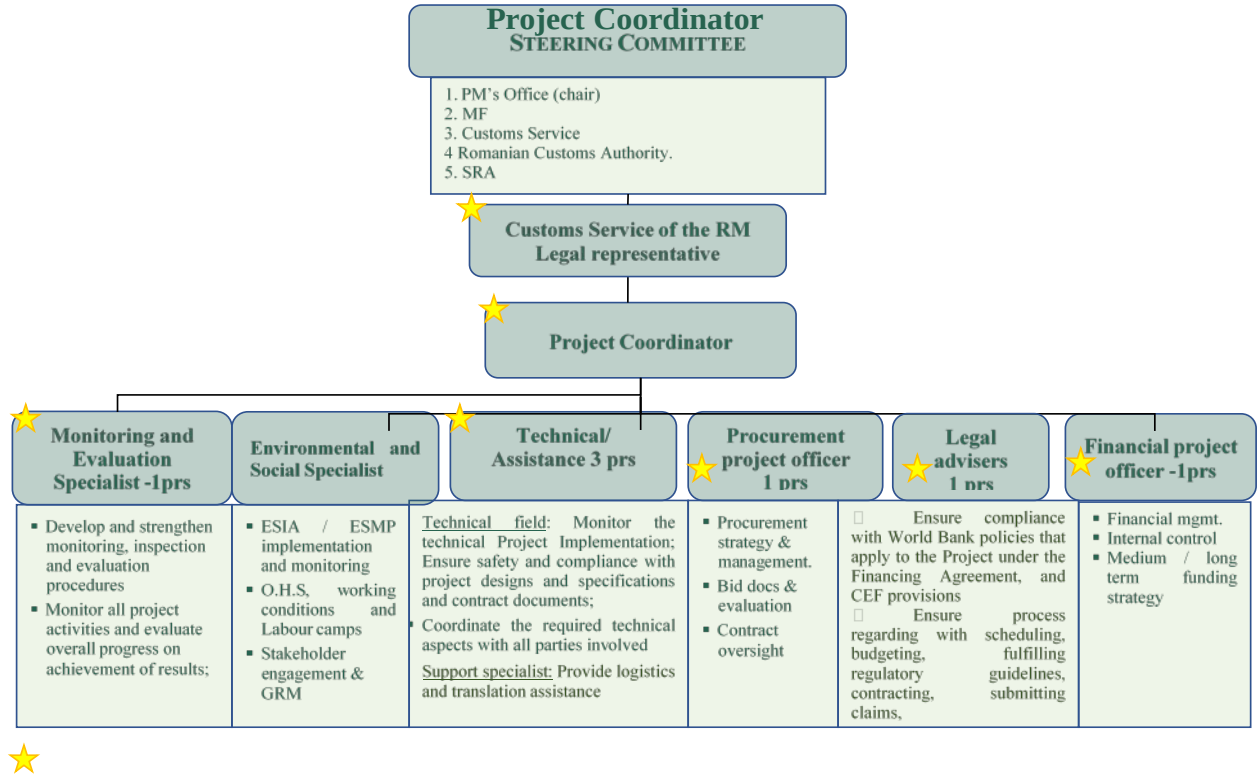
The Land Acquisition and Resettlement Specialist will ensure (i) management of external consultancy teams and individual experts; (ii) site assessment and physical screening of social risks; (iii) planning and supervision of land acquisition and resettlement activities; (iv) conduct community and stakeholder consultations; (v) field level safeguards compliance monitoring; and (vi) establish & maintenance of Grievance Redress Mechanisms (GRM) including grievance collection and response system.

The PIU staff under the MCS will be formed of Deputy Director, Project coordinator, Legal advisor, Financial project officer, Procurement project officer, 3 person for technical assistance, Monitoring and Evaluation Specialist , Environmental and Social specialist (part-time) and a health & safety specialist will be included. The detailed responsibilities of the PIU is attached (Annex no. 3)

The PIU has been created based on the existing MCS staff capacity in relevant finance and accounting, procurement and public investments, legal assistance departments and will be externally supplemented with the Environment and Social specialist.

The MCS's Deputy Director is the Legal Representative of the project and is responsible for overall Projects' management, while the Project coordinator will oversee the project implementation and team management.

Figure 2. MCS Project Organizational Structure Chart



• **The Project Coordinator** will be the head of the Project Implementation Unit (PIU) and will report to the legal representative of the Project Authorizing Official. He will make all the day-to-day coordination and administrative decisions regarding the implementation of the State Customs activities part of the Project and will be responsible for ensuring efficient implementation of the project in accordance with World Bank regulations and procedures. The Project Coordinator's scope of work will include overall management of : (i) major project administration; (ii) media relations and presentations; (iii) briefings to senior policy makers and organization of the Technical Working Group; (iv) strategy adjustments; (v) oversight environmental and social risks management activities; (vi) project's stakeholders consultation and management; (vii) human resources management. Establish effective communication between development partner institutions, including the World Bank and CEF, also the communication with MIDR, in particular SRA

• T**he Monitoring and Evaluation Specialis**t Develop indicators and a monitoring strategy for the project implementation; Coordinate the monitoring of all project activities, expenditures and progress towards achieving the project output; Monitor and evaluate overall progress on achievement of results detailed in the project's result framework; deliver regular monitoring reports in the format agreed with project financiers; Monitor from time to time the sustainability of the project's results, in consultation with the PC, initiate measures to revise targets in case achieving them proves unrealistic; Conduct capacity assessment on existing monitoring and evaluation system

Recommend further improvement of the logical framework;

• **The Technical assistance** (3 Persons). 2 persons provide the assistance in the elaboration of the technical specifications of and TOR specifications necessary for procurement procedure for services, works and goods funded by the Project. Establish and propose the technical qualification criteria that will be included in TOR, and participate at the evaluation of the tenderers, concerning the technical aspects Review and provide comments on the quality of technical documents prepared by external consultants, including design, feasibility studies, E&S, and tender documents, Provide technical information necessary for the preparation of progress, interim, monthly reports. -Checking the technical compliance of the project with the specifications and the feasibility study -Responsible for obtaining all the necessary permits from the relevant authorities. Ensure the quality of the Project implementation and ensure safety and compliance with specifications including in the project designs. Achieve optimal phasing of technical tasks required for Project preparation; Provide the Project Coordinator with sound technical information required for taking key decisions; and Coordinate the required technical aspects with all parties involved. Responsible for technical supervision during implementation and weekly report to the Project Coordinator;

Support staff:

I) **linguistic assistance**

Provides the linguistic assistance in the elaboration of the requested reports

Ensure the translation into English of all documents related to the project.

Perform other duties as required, within the limits of its competence;

II) health & safety specialist

Ensure compliance with World Bank ESF policies that apply to the Project under the Loan Agreement, and the World Bank OHS policies.

Ensure the workplace safety and health compliance of organizations. Tasked with developing, implementing, and enhancing safety policies and procedures, this position is central to reducing work-related injuries.

• **Financial project officer** (1 person): Manage the allocation of financial resources to Project activities; Provide accountability and control for Project expenditures; Uphold financial reporting and monitoring covenants in the Financing Agreement with the World Bank and CEF provisions; Manage disbursement of funds from the World Bank and the CEF Contributions; Report project finances accurately to GoRM stakeholders, the World Bank and CEF; and Ensure financial accountability across all Project undertakings.

• **Procurement project Officer** (1 persons a): Oversee the implementation of the agreed procurement strategy, planning and implementation of project activities from procurement perspective; Ensure compliance with World Bank procurement policies and procedures; Ensure effective Project procurement with due consideration for economy and efficiency; Ensure that inputs and feedback from market participants are reflected in the procurement approach for procurement activities; Ensure accountability across the Project's procurement undertakings;

• **Legal project officer** (1 person): Ensure compliance with World Bank policies that apply to the Project under the Financing Agreement, and to World Bank policies that would apply. Ensure scheduling and budgeting processes, fulfilling regulatory guidelines, contracting, submitting claims, terminations, and so much more and also works preventatively by being actively involved throughout the construction process in order to avoid litigation, arbitration, and other legal conflicts.

o **The Environmental and Social Specialist** will be part of the Project implementation team and will be responsible for identifying, monitoring environmental and social risks and impacts during implementation of the Project's ESS documents, inspection, monitoring and reporting of environmental compliance at worksites of sub-projects, advising project participants on environmental questions, and coordination the overall environmental monitoring and reporting at project level concerning the implementation of the Component B. He/she will be in charge of overall implementation of the project's Environmental and Social (ES) instruments such as SEP, LMP, ESIA/ESMPs and other applicable ES instruments, inspection and monitoring of environmental and social compliance at worksites of sub-projects, advising project participants on environmental and social aspects, and coordination the overall environmental and social monitoring at project level, together with SRA PIU's environmental, social and resettlement specialists. The Environmental and Social Specialist will be responsible for assisting the final beneficiary, Customs Service of the Republic of Moldova in implementation of the sub-components of the project, including screening sub-projects for environmental and social risks and impacts, reviewing Environmental and Social Management Plans (ESMPs), monitoring their implementation, advising and guiding the final beneficiaries on specific environmental and social issues and management options and ensuring that cumulative impacts are addressed. The Environmental and Social Specialist will periodically collect information on changes and impact of the project activities and will study the environmental and social condition of the project area of influence and present the quarterly reports of the overall environmental and social monitoring.
More precisely, the Environmental and Social Specialist will:

Ensure compliance with World Bank Environmental and Social Standards (ESSs) that apply to the Project under the Financing Agreement, and to World Bank ESSs and ES instruments that would apply to the project activities.

Ensure Project compliance with the environmental and social legislation in Moldova and the World Bank (ESSs) that apply.; Prepare guidelines, tools and notes for use in the Project based on relevant environmental and social standards, acts and regulations/directives of national and of World Bank Group;

Advise on development of mitigations measures for the Project's likely environmental and social risks and impacts and ensure inclusion of their assessment and monitoring in subsequent procurement processes and bidding documents of Contractor;

Advise on development, plans and programs to protect the health and safety of workers who will be employed to develop the Project's civil works;

Ensure that neighboring communities and other stakeholder feedback is incorporated in the design of project activities and environmental and social impact mitigation measures;

Advise on preparation of, mitigations measure for the potentially negative impacts of labor camps on Project communities;

Review labor influx issues including supervision and management of labor camps to ensure compliance with Bank ES requirements;

Organize and participate in public consultations and ensure timely disclosure of ES instruments locally;

Manage grievances relating to environmental impacts and ensure that the Project Implementing Unit takes appropriate action to address grievances received.

In this context each member of the PIU reports directly to the Project Coordinator/ Project Manager. The Project Coordinator of MCS submits the reports to the Project Manager of SRA. The PM-SRA reports to the MIRD and WB.

Also, each PIU submits the reports to Romanian Lead Partners, in order to report the project implementation for CEF

Each implementing agency will set up Evaluation Committees for activities under their respective components to carry out the selection of contractors, consultants and suppliers in conformity with agreed procurement rules and procedures.

The FM arrangements and existing capacities of the SRA and MCS have been reviewed in accordance with the Financial Management Manual for World Bank Investment Project Financing Operations. Overall, FM arrangements in these entities were found to meet the minimum requirements of the Bank Policy and Directive on Investment Project Financing. Each of the entities will handle FM matters under the components of their responsibility. For the SRA, the FM arrangements will be based on the well-established and functional FM set-up of the LRIP. Given MCS' limited experience with project implementation, it will need to adjust its own systems to accommodate project requirements. The SRA will assume overall FM responsibility for the project, including preparing regular reports and audits with inputs from the MCS.

Within the scope of fiduciary functions referred to above SRA and MCS is to:

(a) assure the procurement of goods, works and services in accordance with World Bank Procurement and Consultant Guidelines, and conclusion of respective contracts under overall supervision of the MIRD and MoF;

(b) if necessary, assure the outsource recruitment and hiring of consultants through selection of candidates in accordance with World Bank Consultant Guidelines under overall supervision of the MIRD and MoF;

(c) carry out with authorization from the MIRD and MoF, payments for consultant services and procured goods, works and/or services for purposes of implementation of the Project;

(d) prepare annual detailed project budgets;

(e) submit interim financial reports of which the format, content, periodicity, and due date are acceptable to the Bank;

(f) provide audited financial statements that reflect the activities of the operation supported by the Credit proceeds. It requires that the financial statements be prepared in accordance with accounting standards acceptable to the Bank and that the audit be conducted in accordance with auditing standards acceptable to the Bank.

(g) manage the designated account, control disbursements and effect payments for all eligible expenditures;

(h) arrange for annual audits of project accounts;

(i) maintain a database of project inputs and outputs with respect to implementation of the MRCP.

The Project implementation is planned for a period until June 2027, which include IBRD, IDA and COM (CEF) funding.

The SRA and CSM will assign office space and equipment to the team supporting project implementation.

The Contractors (& Consultants) will be responsible for the following:

- To obey the requirements of the national legislation, permits and licenses, and ESHS contractual requirements
- Incorporate the findings of the preliminary ESIA and subsequent site specific ESMPs, LMP, SEP into site specific procedures. To develop and implement an approved Contractor's ESMP (C-ESMP)
- To develop "Occupational Health and Safety Plan", which will apply to contracted and sub-contracted workers. These procedures and plans will be submitted for review and approval to PIUs.
- Assign or employ a person responsible for the adaption and implementation of the C-ESMP and OHS plan to the requirements of the project
- To maintain the records of recruitment and employment process for the contracted workers;
- To communicate clearly the job description and the employment conditions to all contracted workers;
- Having established procedures to address any environmental or social incidents that may occur during construction, including immediate reporting and corrective actions.
- To have a system for regular monitoring, documentation and and reporting on environment, social, labor, and occupational safety and health performance.
- Develop and implement emergency response procedures.
- Maintaining open communication with local communities and stakeholders identified in the ESIA, addressing concerns and incorporating feedback where appropriate. Actively engage, liaise and communicate with SIMCA Grievance Redress Mechanism (GRM) has been detailed within this ESIA in line with SEP. The Contractors will be required to operate a GRM in accordance with these requirements. .
- The Contractors will be fully responsible to ensure that their workers know and are trained on their obligations with respect to GBV, safe disposal of wastes and reporting of communicable diseases, if they contract any.
- The contractor will develop and implement a Code of Conduct. The construction contractor should also submit a Code of Conduct for review and approval to PIU. The Code of Conduct will reflect the company's core values and overall working culture including prohibition of any type of harassment and will include provisions related to SEA/SH and gender-based violence (GBV).
- The Contractors are required to ensure that the assigned workers are adequately trained and briefed with policies and procedures, overall safety arrangement, use of equipment, GRM procedures, and the working conditions under the project.

SIMC role

Social Impact Monitoring Committees (SIMC) will be a driving force in community engagement and organize public consultation at different stages of project implementation. SIMCs are nongovernmental

and non-political structures, established on a project basis with members from sub-project affected localities with the aim to obtain and organize community inputs and to monitor the environmental and social impacts of the project in the community.

The SRA and MCS in the first month of effectiveness will send letters to affected/project communities Mayoralties (from C5, C24, C8 and BCPs (Zagarancea, Leuseni, Giurgiulesti)) to designate a member in the SIMC. In this letter will be explained the role and summary the responsibilities. In parallel the PIU will identify the other key stakeholders' members to be invited to the first SIMC meeting.

At the first meeting will be exchange of contacts and also to select a chair person and a secretary for SIMC.

Tentatively will be established one SIMC per corridor (3) and one SIMC per each BCP (3) involved in the Project. Totally will be 6 SIMCs. Depending of activities and necessity the number and component of SIMCs may be subject of adaptation to Project/community needs. The proposal for adaptation/optimization will be discussed by SRA/MCS and WB.

The Social Impact Monitoring Committee (**hereinafter SIMC)** will be established to provide community support in monitoring the social/environmental impact of the Project. The SIMC is developed as a social, nongovernmental and non-political structure. It is established on a project basis with members from sub-project affected localities with the aim to provide community inputs in monitoring of environmental/ social impact on the local communities that may arise in course of Project implementation.

The SIMC will strive to strengthen stakeholders' engagement, increase transparency and promote trust. In addition, the SIMC will facilitate communication between PIU, Project communities and Contractors with an aim to create mutual understanding between the interested parties and to create a friendly, cooperative, participatory atmosphere within the Project communities.

SIMC will have also a role in the GRM to collect and solve the grievances:

- First, complaints should be logged at the Social Impact Monitoring Committee (SIMC) at the local administration offices where resolution will be attempted with the involvement of the Engineer or can be contacted a SIMC member directly.
- The affected person/s may call Engineer representative directly and make an appointment to discuss their issues. Should the complaint arise from direct fault of Contractor to comply with environmental and social requirements set out by Employer, Engineer will take immediate action for resolution of grievance in the promptest time by asking immediate rectification from Contractor.
- SIMC shall collect, document and address grievances referred by the local police officer in case community people are not aware of the grievance mechanism established by Engineer and the grievance is filed at the local police office. Accordingly, the local police officer should be informed that citizens can choose addressing their grievance to the SIMC and ask prompt involvement of Engineer in resolving the matter.

Also, SIMC will be a facilitator for community-driven component in facilitation communication with locals and collect proposals.

9. ENVIRONMENTAL AND SOCIAL MANAGEMENT & MONITORING PLANS

9.1. Objectives, structure and content

The objectives of the **Environmental and Social Management Plan (ESMP),** including the Monitoring Plan, are:

- ✓ To ensure subproject components are conducted in compliance with the national laws and regulations as well as the requirements of the WB ESSs.
- ✓ To measure the success of proposed mitigation measures in minimizing and/or reducing potential environmental, health, safety and social impacts;
- ✓ To control the changes to baseline environmental, health, safety and social conditions during preconstruction, construction and operation activities;
- ✓ To facilitate a continual review of activities based on performance data and consultation feedback; and
- ✓ To implement corrective actions or new adaptive management programs, as required.

The ESMP sets out the measures required during the two development phases of the project:

 Pre-construction and construction; and

 Operation, including an **Environmental & Social Monitoring Plan E&SMP)**.

The ESMP sets out:

 The environmental aspects that need to be managed;

 Proposed mitigation measures;

 Responsibilities for implementing and monitoring the measures;

 Targets and / or indicators of success; and

 Estimated costs (where appropriate).

9.2. Environmental and Social Management and Monitoring Plan Table

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
PRECONSTRUCTION PHASE / DECOMMISSIONING					
Cutting trees, excavation works. Clean up the site from existing materials and preparation works on the site	Cutting trees	Special permit require from Environmental Agency, planting new trees after construction if is possible	SRA/CS/Contractor	SEI	Operational
	Noise emissions	Use of new and defect-free equipment	Contractor	Supervisor/ Employer	Operational
	Dust emissions	Sprinkling the site with water	Contractor	Supervisor/ Employer	Operational
	Soil contamination	Visual control of cars and vehicles	Contractor	Supervisor/ Employer	Operational
	Pollution of the site	Washing the tires	Contractor	Supervisor/ Employer	Operational
	Generation of waste	Transport of waste from the authorized waste company	Authorized company	Supervisor/ Employer	Operational
Land acquisitions including economic displacement	Impacted Land or assets	Establish SIMC, development and implementation of RAP, public consultations, identifying the PAPs, fair compensation, registration of land in state property.	SRA/ GoM/MF	SRA/MoIRD /MoF	Operational and State Budget/ Road Fund
CONSTRCUCTION PHASE					
Opening the basement foundation	Soil degradation	Removal of soil with humus and storage until being reused for zone leveling and rehabilitation after the construction phase	Contractor	Supervisor/ Employer	Operational
	Soil contamination – light soil contaminations as result of leakages of	Visual control of vehicles and other equipment that can potentially leak oils.	Contractor	Supervisor/ Employer	Operational

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
	fuel and other liquid materials from the vehicles. Also, soil can be contaminated with improper storage of waste created during construction (construction waste etc.)	Separation of waste from building materials and its proper storage in a temporary adequate place.			
	Water contamination	Construction of ditching channels	Contractor	Supervisor/ Employer	Operational
	Air emissions Dust emissions during working activities as well as emissions coming from vehicle combustion.	Sprinkling the construction site with water usage of new and damage free machinery	Contractor	Supervisor/ Employer	Operational
Construction works	Water discharge Construction activities (works with cement and masonry) might cause water discharges in the surrounding environment. Especially in the time where watering of the basement and the watering of floor platforms happen it might have an increased	Usage of water should be controlled.	Contractor	SEI/ HPC	Operational

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
	quantity of water discharged.				
	Noise emissions Noise is mainly a result of car engines working and their traffic.	Using new and damage free equipment	Contractor	SEI/ HPC CS / SRA	Operational
	Generation of waste Construction activities might result with generation of solid waste, especially inert ones.	Gathering and transportation of waste done by licensed waste company	Contractor	Client SRA/CS SEI/ HPC	Operational
	Health and safety of workers Different accidents Potential risks present: -Inadequate lightning during night shifts, -Operating with equipment without safety belt; -Using equipment with improper braking systems;	-Supervision of the works should be done regularly in order of ensuring that safety conditions are met and any irregularity is being corrected following the best practices. -Ensure instructions for drivers of heavy equipment. -Ensure communication between workers in the site where heavy equipment has access. -Ensure adequate lightning system for night shift. -Ensure equipment are properly maintained and that safety equipment is functional. -Ensure usage of safety belts.	Contractor	Work Inspectorate	Operational

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
	-Loss of attention and low level of seriousness during work				
	Sexual Exploitation and Abuse (SEA) risks owing to negative interactions between workers and the nearby communities	- Codes of conduct for workers, explicitly prohibiting GBV and SEA. - Establishing confidential grievance mechanisms sensitive to GBV/SEA reporting. - Worker training on gender equality and respectful behavior. - Collaboration with local organizations and SIMC to raise awareness and support survivors.	Contractor / SRA / MCS	SIMC, SRA, MCS, Police, Specialized NGOs	Operational
	Forced labor and child labor	- promote the fair treatment, nondiscrimination and equal opportunity of project workers. - protect project workers, including vulnerable workers such as women, persons with disabilities, children (of working age, in accordance with ESS) and migrant workers, contracted workers, community workers and primary supply workers. - prevent and report the use of all forms of forced labor and child labor. - support the principles of freedom of association and collective bargaining of project workers in a manner consistent with national law. - provide project workers with accessible means to raise workplace concerns	Contractor / SRA / MCS	Labor Inspectorate SIMC, SRA, MCS, Police, Specialized NGOs	Operational
OPERATION PHASE					

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
Activities in the BCP	Emission of combustion air from heating system and vehicles	Implementing ventilation system. Proper maintenance of heating system based on natural gas. Organize properly the traffic in BCP .	Custom Service, Border Police	SEI/ HPC	Operational
	Generation of household waste	Household waste -to be stored in containers.	Company for Waste Management	Custom Service	Operational
	Generation of hazard waste (if any)	Treatment of hazard waste in accordance with regulations and administrative instructions, that administer this field of waste. Treatment options should be selected in cooperation with authorities and in line with local legislation.	Custom Service	SEI/ HPC, Custom Service	Operational
	Water discharges	Supply and mounting of a rain waste water pre-treatment plant which has to be mounted at the territory. Connect sewerage from sanitary rooms to constructed Waste water pumping station and to treat it in a new WWTP	Custom Service	Waste water monitoring from authorized / accredited laboratory, SEI/ HPC, Regular inspection of sewerage pipes.	Operational
	Underground water pollution	Construction of safe sewerage system according to the construction project	Contractor	Custom Service, Regular inspection of	Operational

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
				sewerage pipes.	
	Conflicts and tensions between inhabitants of nearby localities and users of roads or border crossing points	- avoid / divert heavy traffic away from residential areas - reduce noise pollution from vehicles - regularly engage local communities in planning and decision-making processes to ensure their concerns are addressed - provide waste disposal bins and cleaning services near border crossing points to prevent littering in local areas - create job opportunities for locals in border operations, logistics, or related services - maintain the GRM in place or set up channels for residents to report issues caused by road or border users	MCS	Custom Service, Police, Mayoralty	Operational
	Community Health and Safety: High traffic flow and border crossings can lead to several health and safety risks including 1) increased interactions between truck drivers and local populations, raising the risk of STI	The project will **c**onduct regular awareness campaigns targeting truck drivers and local communities about the risks of STIs and safe sexual practices. **Provide information at MCS** along the routes to inform about STI testing, treatment, and counselling services and access to specialized GBV service providers and how to identify and report human trafficking. Also, collaborate with local health centers to ensure access to healthcare services for both truck drivers and the	MCS	MCS Mayoralty Police	Operational

Project activities	Potential effects/impacts	Mitigation measures	Responsibility for remediation measures	Request for monitoring	Cost
	transmission and SEA incidents 2) Border crossings also raise the risk of human trafficking.	local population. Distribute pamphlets and posters with information on STI prevention and available healthcare services. Continue to consult with nearby communities to identify risks and issues of concern.			

9.3. Environmental & Social Monitoring Plan

1. Earthworks

For earthworks will draw attention to the following:
- Ensure that the Contractor is trained to ensure that the fertile soil layer has to be properly disposed of and stored so as not to be mixed with other types of building materials, demolition or household waste. The location for temporary storage must be coordinated with local authorities. all this process must be documented including the quantities and locations.
- will draw attention to the fact that the excavation works will be done in a favorable time, without precipitation, in compliance with the occupational safety and health requirements. Excavations must be specifically marked to prevent accidents. In the event that artefacts or archaeological remains are discovered during excavations, the works will be stopped to notify the competent authorities.
- will ensure during the site inspections that the trucks that will carry the excavated material have to be in a technical state and if they go out on the national roads to be covered with awnings or other cover material to prevent the loss of excavated material on the road. The wheels of the machines leaving the site will have to be washed.

2. Demolitions

The environmental specialist will monitor the following during demolition work:
- If extraction and separate storage of hazardous waste such as asbestos, batteries, paint-covered surfaces are done properly. If they are safely transported to permanent storage or treatment centers.
- Monitor the extraction of materials that can be recycled / reused such as planks and other pieces of wood, ferrous and non-ferrous metal waste, etc. to be separated and avoid to be mixed with mineral waste.
Demolition work will be done carefully to limit dust generation.

3. Foundations

For foundation work, environmental monitoring will be done to ensure that ground and meteoric waters are properly discharged during work. Also, that work will be done to limit dust generation.

4. Visual Monitoring activities

Generally, site clearance, general construction activities and materials storage will be inspected to the existing construction site and those spaces that are earmarked for temporary use.
The surrounding environment (side-walks, roads) shall be kept free of soil and debris to minimize dust.
There will be no open burning of construction / waste material at the site.

Ambient air pollution
During construction ambient air pollution will be increased locally due to heavy machinery used, handling of materials at the sites, excavations, and due to increased traffic connected with the construction works and transport of materials with heavy trucks. The increase of air pollution will be temporary and localized. Environmental consultant will monitor that the cars are periodically inspected technically and in good condition, not to produce excess smoke.

Construction noise and vibration

The Contractor shall ensure construction equipment shall be maintained to a good standard.
The equipment will be checked at regular intervals by the Consultant to ensure they are maintained in working order and the inspection result will be recorded by the Contractor & Consultant as part of environmental monitoring. In addition, the Consultant will, monitor if Contractor will:

- Discourage of the idling of engines;
- Prohibit the use of equipment and machinery that causes excessive pollution (i.e. visible smoke) at project work sites; In well-serviced and emission controlled vehicles or machinery smoke should not be visible > 10sec.
- Ensure material stockpiles being located in sheltered areas and be covered with tarpaulins or other such suitable covering to prevent material becoming airborne.
- Impose speed restrictions for haulage trucks;
- The Consultant will monitor if Contractor ensure no burning of debris or other materials will occur on the site.
- The Consultant will monitor if Contractor instituted dust suppression measures as:
- During dry periods and where dust becomes a nuisance, health or road safety issue spraying of all construction sites and transport and access routes at appropriate intervals. Will check of official approval of the proposed sources of water for sprinkling is set as it is required;
- All trucks used for transporting materials to and from the site will be covered with canvas tarpaulins, or other acceptable type cover (which shall be properly secured) to prevent debris and/or materials from falling from or being blown off the vehicle(s);
- Areas of reclamation shall be completed, including final compaction, as quickly as possible consistent with good practice to limit the creation of wind-blown dust.

Disruption or impairment of access
Construction activities may have, if not properly planned have an impact on access either for road users crossing the border point, pedestrians and – or for both.

Borrow pits
For this Project will be used only existing, licensed borrow pits. No new borrow pit will open for the Project. Exiting borrow pits to be used for construction will be identified by the Contractor in BCP areas. According to Moldova legislation this borrow has to be legalized. Consultant will visit regularly borrow pits to make sure excavations and loading are done in safe manner and environmental friendly.

Surface water pollution
Drainage canals and streams are the most sensitive natural receptors near the Project site. During construction surface water can be contaminated by accidental spills and leaks from machinery, by debris that may be inappropriately handled or stored during construction, or by erosion during the works. Water bodies could also be polluted by the uncontrolled discharge of gray water, housing and construction waste from the work camps. Visual and laboratory monitoring of water will provided.

Soil and groundwater pollution, soil disturbance
Soil and groundwater can be contaminated by accidental spillage, leakage from any construction machinery, temporary storage of oil and/or fuel, long-term material storage, e.g. at the construction camp site and to

any other activities associated with the use of machinery. The sampling of soil and visual monitoring of construction area and adjacent territory will be ensured periodically.

Impact on flora and fauna

During construction parts of the construction area vegetation will need to be removed to accommodate the construction area, access roads, and / or to allow for the safe movement of construction machinery. Valuable trees, other than spontaneous vegetation, are subject to Environmental Agency cutting trees Authorization.

Construction waste

During construction Consultant will monitor the waste management as the Project will generate different types of waste:

- Inert mineral materials such as excavated soil, sand and gravel;
- Asphalt and concrete rubble, which will be entirely recycled and used as construction materials for filling, grading and landscaping;
- Demolition waste from the demolition of structures;
- Organic waste from the clearance of the site;
- Household waste and wastewater from the construction offices.

In case construction and demolition waste is not properly transported and disposed, it may cause soil, surface and ground water pollution at the disposal sites. Some materials such as asbestos which may need to be handled locally, may pose health hazards for the work force if the need for precautionary measures has not been recognized and if workers are not appropriately sensitized and trained.

Maintenance of drainage structures

Drainage structures and side ditches will have to be regularly inspected and be kept free from debris and obstructions. On newly constructed structures cleaning may have to be more frequent as sedimentation may be more pronounced initially.

5. Socials aspects monitoring

Closure of the main road during temporary border point works

Significant negative impacts, even during construction, are not likely to occur. The temporary road closure by heavy equipment or blocked areas in construction zones are bearable.

The road will not be entirely closed and alternative routes will be provided. There is alternative road, constructed by Project on temporary border point, which are used during construction. Periodic temporary border point inspection will be done to ensure site is maintained clean of household wastes and not polluted by accidental leakages. Also, periodic visual monitoring of artesian well, pumping stations (source of water) and WWTP will be done.

Gender-responsive interventions

The Environmental & Social Consultants will monitor if:

- Equal opportunities for men and women, including those who are particularly vulnerable – elderly, women with children, young persons – shall be provided by construction contractors through hiring local skilled and unskilled labor, through providing equal pay and appropriate work schedules allowing conciliation of work and family obligations. This will help increasing economic growth

and generate income among the local families. Another important aspect will be to provide opportunities that are appropriate not only for men as they represent the majority of labor force in the construction sector, but also for women.

- Gender sensitization for Contractors at the outset of the construction works, specific provisions in the contract clauses, such as reconciliation of work and family life is very important. This will ensure that women with small children of kindergarten age are not discriminated in employment. This means that once employed, women with children of kindergarten age would not be forced, under the threat of dismissal, to start work at very early hours when the educational institutions are not open yet.
- Contractors should be required to arrange for needed training for its workers and be sensitized and aware of diseases associated with human mobility. Provisions should be there in place related to the prevention of human trafficking, including but not limited provisions in the employment contract requiring workers to adopt adequate behavioral patterns. The awareness on trafficking in persons for workers, HIV-AIDS and STD should be stipulated in the contract clauses.

Community participation and monitoring

Vicinity communities' participation and monitoring (including operation of SIMC) will be essential during the construction phase. Communities are willing to be regularly informed about important matters such as progress in construction works, to provide information on unknown serious issues such as delay problems, construction defects noticed by community members, unauthorized storage of construction materials, environmental damage caused by the contractor. Public consultation with SIMC participation on trimestral basis, on the request, will be organized in closest Mayoralty for sharing information with the local population as is most possible affected by heavy traffic associated with Project activities.

6. Health & Safety

Risk of fires and explosions

Risk of fires and explosions are mainly limited at the storage areas for fuels and lubricants. In these areas there may be an increased risk for public safety and workers if necessary precautionary measures are not followed. This could lead to injuries of workers and people visiting or passing by the site and may also cause damage to facilities. Also site offices and trucks and machinery may be on risk of fire and explosions. The Consultant will monitor if the risky areas are proper maintained, if fire signing are on right place, fire extinguishers are available. Workers are trained.

Public safety and traffic safety

Intensified traffic of heavy machinery and trucks to and from the construction site, increased traffic along haul routes and at demolition sites have potential to increase the risk of traffic accidents. The same applies to situations where local deviations are temporarily required – e.g. where drainage canal or other structures are built.

Construction sites that are inappropriately secured can create additional safety hazards for border point visitors – especially during the night.

Worker's health & safety

Road construction bears many dangers and there is a risk that workmen - or visitors - may be injured at the construction and demolition sites if necessary safety and occupational health rules or standards are not being followed. Excessive noise, dust or sun exposure can also be critical issues during construction. This monitoring activities were described before.

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
SLAB ANALYSES / SITE MONITORING					
Soil contamination Hydrocarbons contaminations	Areas most vulnerable to the discharge of hydrocarbons	1 x prior to start of works; At quarterly intervals during the construction 1 x upon completion of construction – same sites	Accredited lab (sampling, lab analysis and data interpretation)	Contractor SE to approve sampling points and reports	Contractor costs
Ambient air emissions Ambient air quality during peak construction activities (CO, SO_2, NO_x, particulates PM10 and PM2.5, hydrocarbons, and benz(a)pyrene)	Potentially most affected residential areas, houses on roadside; pedestrian areas	1 x prior to start of works At monthly intervals, while the construction activities inside each BCP and village affected by construction are at peak	Accredited lab (sampling, lab analysis and data interpretation)	Contractor SE to approve sampling points and reports	Contractor costs
Ambient noise pollution Ambient noise levels during peak construction activities – compliance with maximum exposure limit of 70 dBA	Most affected residential areas and BCP	At monthly intervals during the construction while the construction activities in settlements are at peak; in case of complaint. If the results are unsatisfactory undertake weekly measurements	Handheld equipment (analyzer) with application software	MCS to approve sampling points and reports	Contractor costs

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Vibration	Infrastructure (e.g. houses, walls, wells, etc.) in the immediate vicinity of construction sites or transport routes – especially where heavy equipment will be used. Properties as indicated by owners	Once prior to start of works and again upon completion of construction works in respective settlement	Inspection/documentation on the condition of relevant infrastructure (e.g. existing cracks on buildings or other physical damage)	Contractor with supervision engineer visual monitoring; photographic documentation	-
VISUAL OBSERVATIONS MADE DURING SITE CHECKS					
Material supply					
Asphalt plant Possession of official permit / valid license	Asphalt plant	Prior to start of works	Inspection	SE	NA
Stone quarry Possession of official permit / valid license	Quarry	Prior to start of works / during construction	Inspection	SE	NA
Sand and gravel pit Possession of official permit / valid license	Sand and gravel borrow pit / separation	Prior to start of works / during construction	Inspection	Borrow pit or separation operator/ SE	NA

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Soil for embankment construction Compliance with provision of license	Construction site	Prior to start of works / during construction	Inspection	Borrow pit or separation operator/ SE	NA
Material Transport					
Asphalt Truck load covered	Construction site	continuous monitoring	Supervision	Contractor[27]/SE	NA
Stone Truck load covered	Construction site	continuous monitoring	Supervision	Contractor/SE	NA
Sand & gravel Truck load covered	Construction site	continuous monitoring	Supervision	Contractor/SE	NA
Soil Truck load covered	Construction site	continuous monitoring	Supervision	Contractor/SE	NA
Transport routes Compliance with approved transport routes as per Contractor's Method Statement	Construction site	continuous monitoring	Supervision	Contractor/SE	NA
Construction Site – Construction Phase					
Vibration Effects of vibration on properties	Properties as indicated by owners	Upon complaint	Visual inspection	Contractor/SE	NA
Dust impact (suspended particles)	At construction site and in particular in	Unannounced inspections during delivery of materials and during	Inspection / visual observation	Contractor/SE	NA

[27] Here, CC means the CC's environmental manager / specialist

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
	residential areas	construction; upon complaint			
Access to private property / land / public facilities	Construction site	Random checks minimum weekly during construction activities	Supervision	Contractor/SE	NA
Vehicle and pedestrian safety when there is no construction activity (Visibility; safety)	At and near construction site	Random checks at least once weekly in the evening	Observation	Contractor/SE	NA
Water and soil pollution from inappropriate material storage, management and use (Problems; compliance with approved site management plan)	Construction site; contractor's camp/yard	Unannounced inspections	Inspection; observation	Contractor/SE	NA
Monitoring the actions of cutting trees in the forest, so as not to affect the nests of birds, bats and bees	At and near construction site	Prior to start of works In the deforestation period	Visual inspection	Contractor/SE (Environmental Protection Inspectorate, "Moldsilva" Agency)	BOQ
Tree plantations (Successful tree plantations / number of healthy trees growing. Replacement of any failed trees)	Along the project road	Towards the end of construction	Visual inspection	Contractor/SE	BOQ
Reinstating of disturbed areas to an acceptable state	Along the project road	On closure	Visual	Contractor	NA
Noise					

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Monitoring of levels of environmental noise: equivalent noise levels and maximum noise levels during day and night times To be measured once prior to construction start to establish a Project baseline, on locations near the closest sensitive receptors identified by the Supervising Engineer, and in locations to establish background levels (e.g. at a distance of more than 300 m from the road)	One time measurement	Standard referenced method (on-site analysis and data interpretation)	Contractor (via contract to accredited institution)		
Grievances – monitoring of implementation of Stakeholder Engagement Plan					
Monitoring of enforcement of compliance mechanism. Monitoring of stakeholder engagement activities prescribed by the SEP (implementation of actions, complaints received, response time, complaints satisfied) Monitoring of grievance redress process	At and near construction site	Continuous	Stakeholder engagement	SRA	Implementation costs
Monitoring of social and environmental issues reported by the project communities	Along the project	Continuous	Social and Environmental Impact Monitoring Committees	SRA	Implementation costs

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
Monitoring of parameters indicated in the updated RAP, including general information on RP implementation, number of affected people/households/businesses and types of impact. Monitoring of grievance redress process	Along the project	Continuously on a quarterly basis.	SRA monitoring of grievances/complaints from local community & other stakeholders; Construction contractors' reports and grievance management records.	SRA	RAP Implementation costs
Monitoring of social and environmental issues reported by the project communities	Along the project	Continuous	Social and Environmental Impact Monitoring Committees	SRA	Implementation costs
Disruption of Access caused by inconsistent Road Design					
Consult the design documents with every affected community and improve the design to accommodate the issues raised by them	consultation	Before construction	consultation	SRA	
Cultural heritage					
Archaeological heritage in case of incidental archaeological discovery (chance find procedure)	Along the project road	As required (in a case of discovery)	Visual	Contractor	Contractor costs
Health and safety – monitoring of implementation of Construction OHS management plan, Community health and safety management plan and Emergency Response Plan					
Worker's health & safety (Appropriate PPE is worn by all workers; organization of bypassing traffic / securement of work site;	Construction site	Unannounced inspections during work	Inspection	Contractor/SE	NA

Environmental & social indicator / parameter	Location	Frequency	Type of monitoring	Responsibility	Cost
availability of potable water and mobile toilets for workers; incidences; accidents)					
Monitoring of enforcement of public safety procedures and operational health / safety during construction.	Construction site	Continuously	Inspection; observation	Contractor/SE	NA
Operations phase					
• Regular selection and collection of waste • Regular annual monitoring and control of storm water systems. • Regular maintenance of the storm water systems	Along the project	Continuously	Visual inspection	SRA	NA
• Implementing of environment and forestry monitoring and control • Monitoring the condition of wild animals (including bird species), especially migratory species in the period from spring to autumn • Measures to save bees and other melliferous species • Implementing invasive species control measures	Along the project	Permanently	Visual	EIP, Forestry institutions, EA	NA

10. ANNEXES

Annex 1. *Impacts and mitigation measures for developing the Site-Specific ESMPs*

Table with impacts and mitigation measures

Environmental and social components	***Project activity***	***Potential Impact***	***Scale of the impact***	***Suggested Mitigation Measures***
Soils and land	• Transportation • Grading • Leveling • Potholes patching/ cracks priming • Pavement / Carriageway surfacing (laying of asphalt-concrete mixtures, laying cement-concrete slabs, etc.) • Use of hazardous materials, such as combustive-lubricating ones, bitumen, etc./ heating and spraying of bitumen • Heavy machinery and equipment operation • Traffic of construction vehicles	**Negative:** • Damage to land due to: o site preparation works/ earthworks o excavation of constructional materials o haul roads • Damage to soil structure due to traffic of vehicles and storage of constructional materials (cement-concrete slabs, gravel, et.) in the immediate vicinity of road rehabilitation works • Accident soil pollution by petroleum hydrocarbons and other hazardous and toxic materials in the area of mobile asphalt plant operation	Temporary/ local	• To use asphalt mixtures from an existing asphalt plant. • To use vicinity localities for workers accommodations. • To plan carefully construction works to minimize land affected and ensure soil pollution prevention • To minimize construction site's size/ to minimize land affected/ to ensure soil pollution prevention • To ensure accuracy of road rehabilitation works/ to avoid spills, leaks, etc. • To provide proper haul roads to minimize impact on the land • To avoid loss of vegetation along the roads • To rehabilitate borrow areas, quarries and temporary haul /access roads by planting grass and trees and other measures • Proper design and installation drainage and retaining structures/ civil engineering structures/ clean up drainage channels/ culverts to minimize the risk of erosion and landslides on downlands

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
	• Hauling of constructional materials such as bitumen, borrow materials, asphalt-concrete mixtures, concrete, cement-concrete slabs, gravel, etc.) • Rehabilitation of road drainage system (drainage channels, chutes, etc.) • Quarrying • Constructional materials stockpiling • Construction waste disposals • Construction/ rehabilitation of sidewalks • Establishment of construction camp – not for living (sewage facilities, waste disposals, etc.)	• Land damage/ soil pollution by bitumen, asphalt concrete mixtures during loading-unloading/ transportation and laying • Soil pollution due to leaks of lubricants • Temporary uncontrolled surface run-off due to construction / rehabilitation of drainage channels • Soil pollution by components of combustion gases emitted by construction vehicles (esp. heavy metals) • Soil contamination due to constructional materials/ construction wastes disposals • Soil pollution due to contaminated surface runoff from the road under rehabilitation • Soil erosion caused by re-channelization of waterways • Formation of gullies along drainage channels	Permanent/ local	• To avoid road rehabilitation works during heavy rains/ to mitigate velocity and volume of polluted surface run-off • Carry out landslides prevention activities/ physical stabilization of slopes (retaining walls, piles, etc.), if needed • To provide proper construction waste disposals • To provide proper stockpiling of constructional materials • Planting / re-habilitation of vegetation (buffer strips) along the roads to minimize spreading of combustion gases/ particulates/ dust, if appropriate • Backfilling and restoration of eroded channels to natural conditions/ re-vegetation, if appropriate • Organize properly temporary sewage facilities • Clean up of the work site/ restoration of damaged areas after rehabilitation works are finished

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
		• Soil contamination due to improperly arranged temporary offices **Positive:** • Slopes stabilization towards landslides prevention/ reduced risk of landslides • Decreased risk of soil pollution, soil erosion and landslides resulting from rehabilitation of drainage system • Decreased risk of land degradation potentials/ gullies formation		
Water Resources	• Road leveling • Potholes patching/ cracks priming • Pavement / Carriageway surfacing (laying of asphalt-concrete mixtures, laying cement-concrete slabs, etc.)	**Negative:** • Groundwater pollution due to contaminated surface runoff/ migration of spills/leaks from improperly stored lubricants and construction wastes • Groundwater pollution due to leaks from hauling vehicles	Temporary/ Local	• To plan carefully construction works to minimize impact on water resources • Minimize collection of water and mud, where possible, to execute road rehabilitation works during dry season • Mitigate run-off velocities and volumes/ design outfalls properly

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
	• Use of hazardous materials, such as combustive-lubricating ones, bitumen, etc./ spraying of bitumen • Heavy machinery and equipment operation • Traffic of construction vehicles, machinery, etc./ • hauling of constructional materials such as bitumen, borrow materials, asphalt-concrete mixtures, concrete, cement-concrete slabs, gravel, etc.) • Rehabilitation of road drainage system (drainage channels, chutes, etc.) • Quarrying/ removal and placing borrow materials • Heating and spraying of bitumen • Constructional materials stockpiling • Construction waste disposals	during transportation/ loading-unloading • Groundwater pollution by bitumen spills • Increased siltation potential/ sediment runoff into downland waterways (if any) due to modifications of drainage patterns • Groundwater pollution by spills from road accidents of vehicles used for construction works • Disturbance to underground water table due to use of heavy machinery • Increased pressure on water resources due to additional water use for road maintenance works • Groundwater pollution by compounds of wastes produced by infrastructure connected with accommodation facilities during road rehabilitation/ improper sewage facilitates		• To prevent leaks/spills during transportation/ loading-unloading of constructional materials • Stockpiles of constructional materials should be covered with fabric or other materials to prevent/ mitigate contaminated runoff • To provide proper stockpiling of constructional materials and disposals of hazardous wastes/ avoid stockpiling on the slopes or near waterways, if any/ • contaminated run-off from stockpiles should be drained into ditches with oil traps facilities • Ideally, excavate cutoff ditches around stockpiles to prevent materials from being washed away by surface runoff/ arrange interception ditches to prevent muddy water to reach waterways (if any) • All lubricants and engine oils should be collected and recycled or disposed offsite • Design drainage system to ensure soil stability/ soil erosion prevention and thus to avoid surface water pollution by suspended solids • Where possible, maintain natural drainage • Water for road construction works should be obtained from such sources and used in such amount that would not affect appropriate domestic water supply in the settlements • To avoid loss of vegetation during road rehabilitation works

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
	• Establishment of construction camp/ • accommodation facilities (sewage facilities, waste disposals, etc.)	**Positive:** • Decreased risk of water pollution resulting from rehabilitation of drainage systems as compared to previous road condition • Decreased risk of under-flooding resulting from rehabilitation of drainage system as compared to previous road condition • Decreased risk of sedimentation/ turbidity of waterways (if any) resulting from expected lower erosion potential	Permanent/ local	• Re-vegetation or physical stabilization of eroded slopes along the road • Restoration of damaged lands, planting of grass and trees • To organize properly accommodation/ sanitary facilities for workers • To clean up the area after the construction work is completed
Air/ Acoustic	• Traffic of vehicles used for road/ hauling of constructional materials and construction wastes • Crushing and screening of materials	**Negative:** • Air pollution by components of combustion gases (CO2 , NOx). • Air pollution by volatile hydrocarbons aggravated by unfavorable weather conditions (wind, hot, etc.)	Temporary/ Local	• To plan carefully construction works to minimize air and acoustic pollution • Control construction methods and used machinery and equipment • Careful timing of works in residential areas)/ restrict construction to certain hours • To avoid laud beep signals in settlements/ to minimize disturbance to residents • Restrictions speed of construction vehicles, especially in residential areas

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
		• Local impairment of air quality during crushing and mixing of raw materials • Noise pollution and vibrations from hauling vehicles, operating machinery and equipment **Positive:** • Decreased risk of air pollution due to reduction of combustion gases emissions into the air	Permanent/ Local	• Either use of sprinkling-machines "inhaling" dust… • or control by water or other means/ water spaying twice a day during construction to avoid dust • Watering of access roads to minimize dust formation, if applicable • Vehicles delivering materials should be well maintained and covered to prevent/ reduce spills, emissions and dispersion
Fauna and flora/ habitats	• Road rehabilitation works (leveling/ potholes patching/ cracks priming/ pavement) • Use of hazardous materials, such as combustive-lubricating ones, bitumen/ heating and spraying of bitumen • Heavy machinery and equipment operation	**Negative:** • Soil and water pollution by hazardous and toxic substances • Impact on biota due to contaminated environmental media (air, water, soil) • Noise pollution/ vibration due to operation machinery/ equipment • Noise pollution due to traffic of construction vehicles	Temporary/ local	• To plan carefully construction works to minimize impact on flora, fauna, habitats/ careful siting, alignment, design of associated infrastructure to minimize impacts (especially in sensitive arias, if appropriate) • Careful timing of works • and work seasonally, as appropriate/ no construction during breeding season • Trees and other vegetation should be protected during bitumen spraying

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
	• Traffic of construction vehicles, machinery, etc. • Hauling of constructional materials • Rehabilitation of road drainage system (drainage channels, chutes, etc.) • Constructional materials stockpiling • Construction waste disposals	• Disturbance to habitats/ loss of fauna and flora species during rehabilitation works • Disruption of wildlife passages, local migration routes and patterns causing increased road kills, etc. • Changes to aquatic eco-systems due to increased sediment runoff into waterways due to construction/ modification of drainage patterns		• To avoid excessive/ to minimize loss of vegetation during road rehabilitation works • Big potholes should be either covered or fenced if they are going to be left opened over night • To avoid loud beep signals from vehicles and machinery in the areas where wild animals inhabit • Ideally, to provide passages through the road for animals/ wire fence in sites where wild animals inhabit • Careful selection of sites to be used for constructional materials stockpiles/ construction wastes disposals • Use of appropriate construction methods • Clean-up of construction sites • Rehabilitate work sites, operation sites quarries/ borrow areas, access roads by planting grass and trees and other relevant measures

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Landscape/ Aesthetic	• Construction of detours/ access routes/ haul roads • Earthworks/ quarrying/ removal and placing borrow materials • Traffic of construction vehicles/ heavy machinery and equipment operation • Construction/ rehabilitation of road drainage system • Constructional materials stockpiling • Construction waste disposals • Establishment of construction camp	**Negative:** • Local visual impacts/ marred landscape • Damage to vegetation along the roads • Damage to or degradation to some natural and manmade landscape valuable sites, if any, due to easier access • Loss of trees and other vegetation • Dust, waste, debris etc. during construction works **Positive:** • Improved manmade landscape	Temporary/ Local Permanent/ Local	• To minimize construction site's size to minimize impact on landscape/ careful planning, siting and design of works • Screening/ fencing of intrusive items • Careful de-commissioning of construction areas/ waste disposal sites// clean up construction sites after road rehabilitation works are finished/ re-vegetation of work area, etc. • Excavated materials, if any, should be used for backfilling of borrows and gravel pits

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Land Acquisition & Economic Displacement	• BCP extension	Land Acquisition & Economic Displacement	major	• Hold individual consultations on the FS of BCP &road design documents with every community separately. • Additional consultations with affected businesses and ensuring access to the business facilities during and after the Project implementation • Develop RAP and implement land acquisition measures; compensate for economic displacement.

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Road safety and accessibility issues arising *Constructions* Road safety concerns associated with the existent situation. Mobility of pedestrians and motor users and access to public and private properties Inadequate Pedestrian Crossings: Pedestrians may find it difficult to cross roads safely if there are insufficient crossings. *Operations* High Traffic Speeds Lack of Sidewalks and Cycle Lanes /	• Road and BCP	**Road accidents,** **Access to proprieties**	major	• Consultations and engagement, to ensure that sufficient access to community, businesses and all personal assets is retained. • Development of TMP • Implementation of Traffic Management Plan to maintain vehicle and pedestrian access, safe passage of vehicles and pedestrians, and provide clear warning and instructions to vehicles. • Implementation of Mobility and Access Facilitation Plan with measures to ensure people are adequately informed of road closure and alternatives are provided for citizens to access their homes and private properties, as well as public services • Install more pedestrian crossings, especially at busy intersections and near schools, hospitals, and public facilities. Consider raised crosswalks for added visibility. • Implement traffic calming measures such as speed bumps, chicanes, and reduced speed limits in residential areas. Construct or widen sidewalks and create dedicated cycle lanes to provide safe spaces for non-motorized road users.

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Pedestrians and cyclists may be forced to share the road with vehicles.				

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Impact on Community Health & Safety (CHS) *Construction Phase* Increased the risk of accidents to the public, largely through the movement of plant and machinery and the delivery of materials. Risk of influx (albeit minor) from workers from outside the area which may give rise to certain risks to the communities. *Operation phase:* Increased the risk of accidents to the public,	• Road & BCP	Increased the risk of accidents to the public,	local	• Contractor CESMP Plan, including Traffic Management Plan. • Good site management, security, health & safety measures, warning signs etc. applied by the Contractor to minimize risks to an acceptable level. • Fencing and signage to discourage public from entering the works area. • Appropriate siting of Workforce Accommodation (if any) and good community engagement mechanisms along with a grievance process. Road marking, speed limit signs, education campaign, road police supervision the speed limits etc.

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Risks to Worker Health & Safety *Construction Phase* The works will give rise to occupational, health and safety risks to workers, including those related to working with plant and machinery, formation of asphalt, use of cement, working near utilities. *Operations* Occupational health and safety risks to road and BCP operation and maintenance workers	• BCP & access road	**Risks to Worker Health & Safety**	major	• Contractor's CESMP, including Health and Safety provisions, in accordance with the Employer's Requirements and the Law on the Safety and Health at Work. • Good workforce management, implementation & enforcement of code of conduct, provision of health surveillance & healthcare access for workers. • Occupational health and safety provisions in contracts. • Grievance mechanism for Workers established, disclosed and implemented.

Environmental and social components	*Project activity*	*Potential Impact*	*Scale of the impact*	*Suggested Mitigation Measures*
Risk factors that increase the potential for violence against women and sexual harassment during BCP and road construction works *Operations* Risk of SEA/SH	• Works	Risk factors that increase the potential for violence against women and sexual harassment during construction works	minor	• Contractors ESMP and individual worker contracts to provide for preventive measures • Conduct awareness sessions and implement Code of Conduct Campaign for truck drivers and local community.

Annex 2. Grievance registration form

Reference No:

Note: you can remain anonymous if you prefer or request not to disclose your identity to the third parties without your consent. In case of anonymous grievances, the decision will be disclosed at the official website of SRA/MCS

First Name _____
Last Name _____

❑ I wish to raise my grievance anonymously

❑ I request not to disclose my identity without my consent

❑ Contact Information Please mark how you wish to be contacted (telephone, e-mail).

❑ By Telephone: _____

❑ By E-mail _____

❑ I will follow up the resolution at the website as I want to remain anonymous

Preferred Language for communication: ❑ Romanian ❑ Other (indicate)

Description of Incident or Grievance (What happened? Where did it happen? Whom did it happen to? What is the result of the problem? Date of Incident/ Grievance)

❑ One-time incident/grievance (date _____)

❑ Happened more than once (how many times? _____)

Signature: _____ Date: _____

Please return this form to responsible person

Annex 3. Public Consultation report

Republic of Moldova

Ministry of Infrastructure and Regional Development

Ministry of Finance

State Road Administration

Custom Service of the Republic of Moldova

Public Consultation Report
For
Component B: Preliminary Environmental & Social Impact Assessment
Component A: Environmental & Social Management Plan for Corridor 8
For the entire Project: SEP, RPF, LMP

Moldova Rural Connectivity Project (P180153)

Introduction

The initial public consultation was organized in Giurgiulesti, Zagarancea, Leuseni mayoralties for Component B and Napadeni village for Component A: in the middle of Corridor 8. This was done to bring the progress of preparing preliminary ESIA & C8 ESMP to the public and also to provide the identified main environmental & social possible impacts and mitigation measures proposed. Also, it presented specific information about the Project. Also, SEP, RPF, and LMP were discussed and explained the GRM process, stakeholder future involvements, and Project contribution.
According to WB and national requirements, the preliminary draft ESIA report, SEP, RPF, LPM, and the C8 ESMP were published on the websites of SRA on January 22, 2024, and MCS on January 24, 2024, and also on the websites of respective mayoralties or social networks for participation on meetings and soliciting comments and suggestions. Summary hard copies of these documents were accessible to the public and at the offices of local authorities of the Project area. The disclosure period for the drafts of the documents is 30 days.
Stakeholder engagement is formally ensured through public hearing meetings to be held after the disclosure period with the involvement of all stakeholders. The records of these public consultations, announcements, minutes lists of attendees, etc. will be presented to the WB who will file them in their operational portal for their records. The records including minutes should be made publicly available at the local head office for the resident's information in a format appropriate for disclosure (ie. without any personal data).

The participants/stakeholders in public hearings were from:

- SRA
- MCS
- LPAs (mayors and members of local councils, cadastral engineers etc.)
- Social institutions
- Business
- Potential PAPs
- Social services
- Population

Public disclosure

A non-technical summary in Romanian was published on the SRA and MCS websites on January 22-24, 2024.
https://www.asd.md/comunicate-de-presa/proiecte-de-documente-pe-aspecte-sociale-si-de-mediu-privind-proiectul-de-conectivitate-rurala-moldova/
https://customs.gov.md/ro/articles/consultarea-publica-a-proiectelor-de-documente-1891-ro

Also, the draft of SEP, RFP, LMP, and Preliminary ESIA and ESMP for C8 were disclosed at the same time in English.
The phone conversation with Project LPAs was done in the week of 25-19 of January to express the intention for public consultations and discussions about the hosting. The electronic letters to Project mayoralties were sent on 23 January 2024 informing about availability and request to host the public meeting. A PPT was presented to the audience for environmental & social aspects.
The mayors used their network to communicate with the local population to spread the information and inviting for public hearings.
Several examples can be found here:

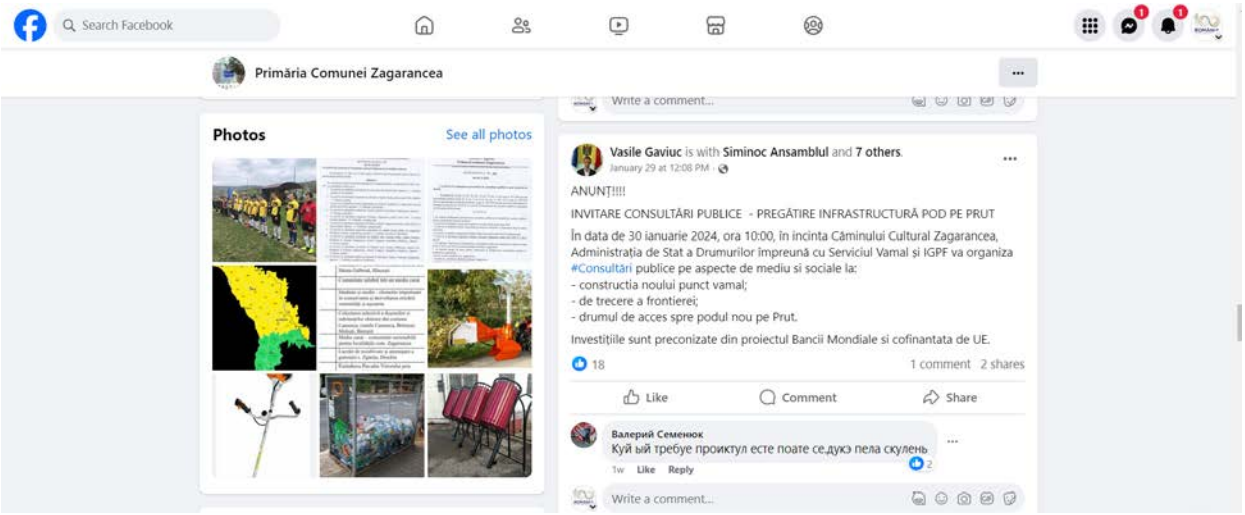
Napadeni:

Leuseni:

https://www.facebook.com/photo?fbid=1856782811419244&set=a.182855092145366

Zagarancea:

https://www.facebook.com/plugins/post.php?href=https%3A%2F%2Fwww.facebook.com%2Fprimariacomunei.zagarancea.1%2Fposts%2Fpfbid0nNcN2wvDHQrZfRjvxMfM9oF3eQ6cVCwPXAZGAnAGWCwTijCA4HLZgdZcxkJj4v1Yl&show_text



Public hearing

The public meetings were scheduled as follows:

Date	Hour	Locality	Location
For Component B: ***RPF, LMP, Preliminary ESIA, SEP***			
30.01.24	10.00	Zagarancea	Town hall / cultural house
	14.00	Leușeni	Town hall / cultural house
31.01.24	12.00	Giurgiulesti	Town hall
For Component A: ***C8 ESMP, RPF, LMP, SEP***			
02.02.24	10.00	Năpădeni	Town hall / cultural house

The team of implementing parties was:

- Veaceslav Vladicescu, Environmental & Social Consultant for MS and SRA
- Ludmila Virlan, SRA environmental specialist
- Daniela Timus, SRA Social specialist
- Liuba Turcan, SRA Consultant, Engineering Section
- Nichita Purici, SRA Consultant, Engineering Section
- Dumitru Popovici, SRA land acquisitions section
- Vlad Scutelnic, MCS, deputy-head of Leuseni CS
- Vlad Stamati, MCS, head of Giurgiulesti CS
- Ion Tichisam, MCS
- Nina Fridjioi, MCS
- Ion Ciorba, MCS
- Viorica Badica, MCS

Total number of participants was 114, in 4 meetings. Of which 40% - women.

Meeting location	Men	%	Women	%	**Total**

Zagarancea	22	*65*	12	*35*	**34**
Leușeni	15	*58*	11	*42*	**26**
Giurgiulesti	14	*48*	15	*52*	**29**
Năpădeni	17	*68*	8	*32*	**25**
Total	***68***		***46***		**114**

Consultants, presented at public hearings the following topics inclusive a PPT presentation with inputs of MCS & SRA:

- General information about the purpose of E&S package documentation (SEP, RPF, LMP, ESMP for C8, preliminary ESIA)
- General information about the proposed Project
- Detailed known elements of the project in the area of locality
- Next steps in the MRCP
- Project's positive involvement in the community through SIMCs
- Specific identified possible impacts on the environment and population
- Specific mitigation measures proposed.
- Grievances redress mechanism
- Contact information of stakeholders (SRA, MIRD, MCS, MF, WB)

Main comments and proposals

Zagarancea

1. *The name of BCP is to be Zagarancea as in many places as the closest locality and not Ungheni which is named future project now.*
2. *Private land needs to be expropriated for road we know but for BCP what is the area?*
3. *It is important that every land plot on the access road from the roundabout to CS has an entrance as this will be valuable for people and businesses to construct facilities (petrol stations, café, insurance offices, car parking, etc.). All these lands will cost a lot after building the BCP and CS facilities.*
4. *How long will the construction take.*
5. *When we will know the exact location of BCP and road. We want to be informed at every stage of the project the details: FS, design, construction.*
6. *The local council can decide if an owner is aboard for long time and is not coming for negotiations and sign for land expropriation, we can give him similar land in another location.*
7. *What will be the restrictions in road protection zone for the owners and vicinity (they have experience with gas pipe line when they are restricted in many activities in the vicinity).*
8. *From the experience of other municipalities that have customs points on their territory, it is important that the main road that leads to customs is accessible from all the lots on one side and the other because economic agents from various spheres will most likely develop here that will pay taxes in the local budget, they will create jobs, etc. This is very important for our town hall and the local budget. For example, in Sculeni the local budget just from these taxes receive several million lei. From that, it depends on how receptive or not, how open to collaboration the local public authorities and the population of the area will be regarding the support of the project. Thise accesses has*

to be included from the beginning in the design as the main social and economic need for the PAPs and LPA.

9. *How will the problem with the climbing road in the town of Cornesti be solved if traffic increases. Right now, it's difficult to get through with trucks, but if traffic increases, it's going to be a big problem. The situation must be resolved in the complex.*

Leuseni

1. *If the local road near the mayoralty will be rehabilitated. This road was used as a bypass by trucks, buses, and cars when trucks were parked on the road and it was difficult to move on the central M1 road. All this traffic damaged the local road.*
2. *If we can show the exact lands needed for BCP extension.*
3. *What will be the solution for the bridge in the locality even is from another project. Especially this will be dangerous if will be extension of the road from 2 to 4 lanes. Please let it be in 2 levels or permanent traffic lights it is a risk of accidents even now. All the social institution are in the old part of the village (mayoralty, school, kindergarten, etc.) but the living areas are in the new part of the village crossing the road M1.*
4. *Question whether the road to the border guard picket (the road on the right leading to border police infrastructure) will be affected. This road is used also by farmers for access to their lands and is in very bad conditions.*
5. *What will be the procedure for procuring private land and what price range will be offered if there will be necessary expropriation.*

Giurgiulesti

1. *What equipment exactly is planned to be installed on the MCS platform?*
2. *Why is not included in this WB project the construction of the bypass road of Giurgiulesti village (connection of road R34 with M3 approx. 4 km).*
3. *If the local roads, on the territory of Giurgiulesti, will be used by heavy trucks and machinery, we insist the local roads affected by truck transit be rehabilitated accordingly*
4. *We encourage the speeding up of the construction of the village bypass road and, in addition, the examination of the road leading to the port as a road variant for customs access to BCP. What will be the width of the bypass road.*

Napadeni (Corridor 8)

1. *How long will be the construction period.*
2. *What is the history between the G88 road (C8) and the highway that will come from Ungheni and will go through this area to Chisinau after to Odessa. The route and timeline.*
3. *Is street lighting also included in the Project. We need to know that we have lighting projects in villages, for example in Boghenii Noi, and not to spend from the local budget, we better wait for the road project.*
4. *Will existing and damaged bus stations be rehabilitated under the project?*

5. *It is possible to include the Drujba-Bobletici road in your project. It is an important road that connects 2 districts Ungheni and Singerei and local markets. It is a road that started but was blocked for some reason.*
6. *What will be the width of the road in the village and outside.*
7. *We are disappointed that in 15 years this road could not be built even though it has already been designed 3 times. We are pessimistic already. Our villages are territorially located in the Cula area, a socio-economically disadvantaged area declared by the Government in 2007. An action plan was developed to improve the situation and nothing was done.*
8. *From Radeni village. According to the previous project, in 2017 it was necessary to close a well in the village, which is the situation now. I understand it's getting around.*

Conclusion

Most of the discussions, questions, and proposals raised during public hearings were linked with:

- *When and how long will be the construction period for BCP and roads.*
- Connection roads parameters
- Land needs and private land acquisition processes and surfaces.
- Restrictions to agricultural use during and after Project interventions.
- Trying to solve several local community problems with help of Project (local roads, access, lighting, bus stops, national roads connections).

MINUTES OF MEETINGS

Minutes of meeting
On public consultations for
SEP, RPF, LMP and Preliminary Environmental & Social Impact Assessment for BCP and access roads

	Date	30.01.2024
	Time	10.10-11.30
	Location	**Zagarancea.** Town hall / cultural house
	Consultants/ moderators	Veaceslav Vladicescu, Ludmila Virlan
	No. of participants	**34**
	Topics presented by the Consultant	- General information about the purpose of E&S package documentation (SEP, RPF, LMP, preliminary ESIA) - General information about the proposed Project - Detailed known elements of the project in the area of locality - Next steps in the MRCP - Project's positive involvement in the community through SIMCs - Specific identified possible impacts on the environment and population - Specific mitigation measures proposed. - Grievances redress mechanism - Contact information of stakeholders (SRA, MIRD, MCS, MF, WB)
	The questions raised and/or received proposals from participants:	***Answers/comments from moderators/consultants:***
1.	The name of BCP is to be Zagarancea as in many places as the closest locality and not Ungheni which is named the project now.	This name of the bridge and BCP was done by the GoM in collaboration with the Romanian Government. We will send the request to the MIRD and MoF.
2.	Private land needs to be expropriated for roads we know but for BCP what is the area?	This will be known exactly after the Feasibility Study is done and then the detailed design when the needs and the best option for placing BCP infrastructure elements and connecting roads to the bridge over the Prut River will be known. .
3.	It is important that every land plot on the access road from the roundabout to CS has an entrance as this will be valuable for people and businesses to construct facilities (petrol stations, café, insurance offices, car parking, etc.). All these lands will cost a lot after building the BCP and CS facilities.	We understand your willingness and concern and will take into consideration your proposal. However, the designer has to take in consideration road safety issues and legal design parameters
4.	How long will the construction take?	Probably the construction will take 2 years but with the entire process of Project approvals, FS,

		detailed design, and tenders - the entire process will be 3-4 years.
5.	When we will know the exact location of BCP and road? We want to be informed at every stage of the project of the details: FS, design, and construction.	This will be known exactly after the Feasibility Study is done and then the detailed design when the needs and the best option for placing BCP infrastructure elements and connecting roads to the bridge over the Prut River will be known. Will be created a SIMC and the population will participate at all stages. Also, at the level of FS a full ESIA will be developed and consulted.
6.	The local council can decide if an owner has been abroad for a long time and is not coming for negotiations and signing for land expropriation, we can give him similar land in another location.	In RPF this possibility of exchanging land for land is mentioned if the owner accepts and if land is available. The local council cannot decide for the owner. However, if the land is expropriated, the person can withdraw the money from a special account for 3 years according to national law.
7.	What will be the restrictions in the road protection zone for the owners and vicinity (they have experience with gas pipe line when they are restricted in many activities in the vicinity).	In the protection area of the road there are restrictions, of course, such as water discharge channels, there may be gilding signs, concrete constructions, footbridges, etc. Respectively, in this area, there are restrictions to build and do activities that may damage this infrastructure and/or restrict access to road maintenance.
8.	From the experience of other municipalities that have customs points on their territory, the main road that leads to customs must be accessible from all the lots on one side and the other because economic agents from various spheres will most likely develop here that will pay taxes in the local budget, they will create jobs, etc. This is very important for our town hall and the local budget. For example, in Sculeni the local budget just from these taxes receives several million lei. From that, it depends on how receptive or not, how open collaboration between the local public authorities and the population of the area will be regarding the support of the project. These accesses have to be included from the beginning in the design as the main social and economic need for the PAPs and LPA.	We understand your willingness and concern and will take into consideration your proposal. However, the designer has to take in consideration road safety issues and legal design parameters. For sure the Zagarancea municipality will take advantages from this new activity in the zone. We understand the local taxes are very important for LPA.
9.	How will the problem with the climbing road in the town of Cornesti be solved if traffic increases? Right now, it's difficult to get through with trucks, but if traffic increases, it's going to be a big problem. The situation must be resolved in the complex.	SRA knows this problem and takes measures to increase the maintenance and improve the road in that section. Right now, we do not have an answer for that. Will bring your question to SRA management.

	Conclusion	**Acceptance of the Project is High. Limited concerns still appear especially on the resettlement issues and access to vicinity lands.**

Minutes of meeting
On public consultations for
SEP, RPF, LMP and Preliminary Environmental & Social Impact Assessment for BCP and access roads

	Date	30.01.2024
	Time	14.00-15.00
	Location	Leuseni village, Hancesti rayon. Town house/cultural house
	Consultants/ moderators	Veaceslav Vladicescu, Ludmila Virlan
	No. of participants	**26**
	Topics presented by consultant (inclusive PPT)	- General information about the purpose of E&S package documentation (SEP, RPF, LMP, preliminary ESIA) - General information about the proposed Project - Detailed known elements of the project in the area of locality - Next steps in the MRCP - Project's positive involvement in the community through SIMCs - Specific identified possible impacts on the environment and population - Specific mitigation measures proposed. - Grievances redress mechanism - Contact information of stakeholders (SRA, MIRD, MCS, MF, WB)

	The questions raised and/or received proposals from participants:	***Answers/comments of moderators/consultants:***
1	*Question if the local road near the mayoralty will be rehabilitated. This road was used as a bypass by trucks, buses, and cars when trucks were parked on the road and it was difficult to move on the central M1 road. All this traffic damaged the local road.*	No this is not a subject of MRCP. This is a local road and the mayoralty with rayon authorities has to take care of it. Even, we will bring this information to SRA management related to heavy traffic impact due to congestion on M1 and parked trucks on the M1 road.
2	*Q if they can know the exact lands needed for BCP extension.*	No, at the moment is not known. This will be known exactly after the Feasibility Study is done and then the detailed design when the needs and the best option for placing BCP infrastructure elements and connecting roads to the bridge over the Prut River will be known. Will be created a SIMC and the population will participate at all stages. Also, at the level of FS a full ESIA will be developed and consulted.
3	*What will be the solution for the bridge in the locality even is from another project? This will be especially dangerous if there is be extension of the road from 2 to 4 lanes. Please let it be in 2 levels or permanent traffic lights it is a risk of accidents even now. All the social*	Afraid about H&S is understandable but the MRCP is not covering this section of M1 road. Another project will solve this problem with LPA consultation. Know that SRA is in the FS stage for this road and soon will have the details.

	institutions are in the old part of the village (mayoralty, school, kindergarten, etc.) but the living areas are in the new part of the village crossing the road M1.	
4	*The question is whether the road to the border guard picket (the road on the right leading to the border police infrastructure) will be affected. This road is used also by farmers for access to their lands and is in very bad conditions.*	Tentatively this road is not affected by the actual border of MCS in Leuseni. If additional land will be requested, for sure an access road will be provided for border police and farmers.
5	*What will be the procedure for procuring private land and what price range will be offered if there will be necessary expropriation?*	The procedure and forming prices were explained to the audience by SRA specialist. Also, it was explained the content of RPF and the role of RAP if will be needed.
	Conclusion	**Acceptance of the Project is good. Limited concerns still appear especially on the resettlement issues.**

Minutes of meeting
Public consultations for
SEP, RPF, LMP and Preliminary Environmental & Social Impact Assessment for BCP and access roads

	Date	31.01.2024
	Time	12.20-13.20
	Location	**Giurgiulesti LPA premises**
	Consultants/ moderators	Veaceslav Vladicescu
	No. of participants	**29**
	Topics presented by Consultant (inclusive PPT)	- General information about the purpose of E&S package documentation (SEP, RPF, LMP, preliminary ESIA) - General information about the proposed Project - Detailed known elements of the project in the area of locality - Next steps in the MRCP - Project's positive involvement in the community through SIMCs - Specific identified possible impacts on the environment and population - Specific mitigation measures proposed. - Grievances redress mechanism - Contact information of stakeholders (SRA, MIRD, MCS, MF, WB)

	The questions raised and/or received proposals from participants:	***Answers/comments of moderators/consultants:***
1	*What equipment exactly is planned to be installed on the MCS platform?*	Provided the exhaustive list of types of equipment and works that will be done. All information is known at the moment.
2	*Why is not included in this WB project the construction of the bypass road of Giurgiulesti village (connection of road R34 with M3 approx. 4 km)?*	This bypass road is not the subject of this Project. GoM has to decide about approval of that construction and sources of finance. The MRCP will pay attention to the associated infrastructure that can impede or help to target the scope of the project for better rural and regional connectivity.
3	*If the local roads, on the territory of Giurgiulesti, will be used by heavy trucks and machinery, we insist the local roads affected by truck transit be rehabilitated accordingly*	Yes, may be possible. But using of local roads for transportation of materials and transit is subject of approvals by engineer and Local Public Administration. local public administration can set up conditions for rehabilitation after using local roads to their original state, limit access times, and prohibit going to certain streets.
4	*We encourage the speeding up of the construction of the village bypass road and, in addition, the examination of the road leading to the port as a road variant for customs access to BCP. What will be the width of the bypass road?*	This bypass road is not the subject of this Project. Will be probably 2 lanes (7 m of carriage way). GoM has to decide about approval of that construction and sources of finance. The MRCP will pay attention to the associated infrastructure that can impede or help to target the scope of the project for better rural and regional connectivity.

		The road going to the port near Prut river is under passing the bridge over Prut in connection to Romania. It may be difficult to use this road to bypass the village and go to BCP. Let FS take into consideration these options if will be accepted.
	Conclusion	**The Project has good acceptance.**

Minutes of meeting
On public consultations for
SEP, RPF, LMP and ESMP for C8

	Date	02.02.2024
	Time	10.00-11.00
	Location	**Napadeni village, Ungheni rayon.**
	Consultants/ moderators	Veaceslav Vladicescu, Nichita Purici
	No. of participants	**25**
	Topics presented by Consultant (inclusive PPT)	- General information about the purpose of E&S package documentation (SEP, RPF, LMP, ESMP for C8) - General information about the proposed Project - Detailed known elements of the project in the area of Corridor 8 - Next steps in the MRCP - Project's positive involvement in the community through SIMCs - Specific identified possible impacts on the environment and population - Specific mitigation measures proposed. - Grievances redress mechanism - Contact information of stakeholders (SRA, MIRD, MCS, MF, WB)

	The questions raised and/or received proposals from participants:	***Answers / comments of moderators / consultants:***
1	*How long will be the construction period?*	Usually the construction period is 1,5-2 years (two working seasons). The entire Project will be 3,5 years as are planned preparation stage, international tenders etc.
2	*What is the history between the G88 road (C8) and the highway that will come from Ungheni and will go through this area to Chisinau after to Odessa. The route and timeline.*	Corridor 8, which mostly runs on the G88 and G87, are regional roads and are included in the MRCP. The highway that will connect Romania to Moldova and Ukraine (Iasi-Ungheni-Chisinau-Odessa) will probably pass parallel to this road, through this area, but certainly not on this route, because usually high-speed roads bypass localities while C8 connects them. Likewise, the purpose, structure, and width of roads are different. At the moment Corridor 8 is already designed and will probably be ready in 3 years from this moment and the highway will just enter the pre-feasibility study phase this year and will probably be ready no earlier than 7-10 years, no one can say exactly yet.
3	*Is street lighting also included in the Project? We need to know that we have lighting projects in villages, for example in Boghenii Noi, and not to spend from the local budget, we better wait for the road project.*	Yes, it was verified in the design and it is included.
	Will existing and damaged bus stations be rehabilitated under the project?	It depends. If the bus station will be in the same place, it will probably be rehabilitated. If

		it is provided in another location, new type stations with organic glass and a modern roof will be installed. All bus stations will be repaired and maintained by SRA.
	It is possible to include the Drujba-Bobletici road in your project. It is an important road that connects 2 districts Ungheni and Singerei and local markets. It is a road that started but was blocked for some reason.	This local road is not included in the Project. We do not know his situation, We will document and at the next meeting, we will inform you. He is not at the balance of SRA.
	What will be the width of the road in the village and outside?	Usually, the carriageway is 7 m, the sidewalk is 1,5m, and the right of way may vary due to road infrastructure (ditches, culverts, embankment etc.)
	We are disappointed that in 15 years this road could not be built even though it has already been designed 3 times. We are pessimistic already. Our villages are territorially located in the Cula area, a socio-economically disadvantaged area declared by the Government in 2007. An action plan was developed to improve the situation and nothing was done.	We understand, we know that certain projects for tourism development, water, sewerage, and repair of roads through villages have already been supported by the Government, However, we are confident that in this Project with WB support, we will be able to complete the improvement of corridor 8. Efforts are being made to achieve this. We encourage the participation of representatives from all localities in the activity of SIMC in order to keep up with the news and progress of the project and to contribute to achieving the objectives of the MRCP project.
	From Radeni village. According to the previous project, in 2017 it was necessary to close a well in the village, which is the situation now. I understand it's getting around.	That's how it looks according to the project we know and the printed design we have here. We will return with more detailed information at the next meeting. The previously accepted solution was to move the aerial part of the fountain a little further back. Another solution was to build a new one 5 meters from the road.
	Conclusion	**Project Public acceptance - high**

Public consultations pictures by locality

Zagarancea

Leuseni

Giurgiulesti

Napadeni (C8)

The list of attendances by locality

Are available in the office, contain private information protected by Law and are not attached.

The public consultations print screen from SRA and MCS websites.

Consultarea publică a proiectelor de documente

MENIU – 24 ianuarie 2024, 17:18

UPDATE: 29.01.2024

Informăm că, consultarea publică a proiectelor de documente va avea loc conform următorului grafic:

Locația	Data	Ora
Primaria Zagarancea	30.01.2024	10:00
Primaria Leușeni	30.01.2024	14:00
Primaria Giurgiulești	31.01.2024	12:00

Serviciul Vamal inițiază consultarea publică a proiectelor de documente, elaborate în cadrul proiectelor finanțate de Comisia Europeană și Banca Mondială, pentru implementarea proiectelor investiționale de infrastructură a posturilor vamale Leușeni, Giurgiulești și Ungheni, în vederea evaluării impactului de mediu și social.

Serviciul Vamal
al Republicii Moldova

- Cadrul Politicii de Relocare (RPF) (engl) +rezumat (ro)

- Procedura de Gestionare a Forței de Muncă (LMP) (engl)+rezumat (ro)

  - Evaluarea preliminară a impactului social și de mediu (ESIA) *(rezumat)*
  - Preliminary Environmental and Social Impact Assessment (ESIA)

Prezentul pachet de documente descrie potențialele impacturi de mediu și sociale asociate activităților planificate, precum și reguli și proceduri aplicabile, inclusiv evaluarea de mediu și socială a subproiectelor, pregătirea planurilor de gestionare a impacturilor de mediu și sociale; instrumente de control pentru diferite categorii de risc de mediu și social; măsurile posibile de atenuare; cerințele de monitorizare și supraveghere a implementării acțiunilor de gestionare a impacturilor de mediu și sociale, drepturile lucrătorilor, ș.a. care include un mecanism pentru gestionarea reclamațiilor la nivel de proiect.

Aceste proceduri și documentele aferente menționate se vor aplica pe parcursul implementării proiectului. Aceste documente fac parte din pachetul de pregătire pentru finanțare a căror consultare publică este obligatorie, înainte de parcurgerea procedurii de aprobare finală în cadrul Băncii Mondiale, astfel încât toate părțile interesate să poată lua cunoștință de conținutul documentului elaborat și să formuleze eventuale recomandări, propuneri și/sau obiecții. În scopul asigurării accesului părților interesate la informația de mediu și socială și ulterior organizarea consultărilor publice în unitățile teritorial administrative în raza Proiectului: Leușeni, Zagarancea, Ciurgiulești, și raioanele Călărași și Ungheni cu prezentarea în limba română a conținutului documentelor.

Comentariile, propunerile, obiecțiile, primite de la părțile interesate, în cadrul consultărilor publice, vor fi trimise în adresa Serviciul Vamal, prin e-mail sau alte surse de informare, pentru a revizui documentația de mediu și socială în timp. Propunerile de îmbunătățire (feed-back) referitor la documente vor fi transmise la următorul e-mail: tatiana.trofimov@customs.gov.md, alexei.negrescu@customs.gov.md, până la data de 22 februarie 2024.

DISTRIBUIE CU PRIETENII TĂI:

Documente pe aspecte sociale și de mediu privind Proiectul de Conectivitate Rurală în Moldova

22 ianuarie 2024

Î. S. „Administrația de Stat a Drumurilor" anunță publicarea proiectelor de documente pe aspecte sociale și de mediu în limba engleză, pentru pregătirea Proiectului de Conectivitate Rurală în Moldova (Moldova Rural Connectivity Project) ce urmează a fi finanțat de Banca Mondială. Proiectul ar urma să sprijine mai multe activități de reabilitare a infrastructurii drumurilor din țară, și extinderea și construcția infrastructurii vamale în 3 locații. Proiectele de documente în limba engleză sunt:

- Cadrul de politici privind strămutările (în engleză: Resettlement Policy Framework (RPF))
- Planul de implicare a părților interesate (Stakeholder Engagement Plan (SEP))
- Proceduri de management al muncii (Labor Management Procedures (LMP))

De asemenea, este disponibilă versiunea preliminară a următoarelor documente:

- Evaluarea de Mediu și Socială preliminară pentru cele 3 puncte Vamale și drumurile de acces (Preliminary Environmental and Social Assessment of all 3 BCPs)
- Planul de Management de Mediu și Social pentru Coridorul 8.

Prezentul pachet de documente descrie potențialele impacturi de mediu și sociale asociate activităților planificate, precum și reguli și proceduri aplicabile, inclusiv evaluarea de mediu și socială a subproiectelor, pregătirea planurilor de gestionare a impacturilor de mediu și sociale; instrumente de control pentru diferite categorii de risc de mediu și social; măsurile posibile de atenuare; cerințele de monitorizare și supraveghere a implementării acțiunilor de gestionare a impacturilor de mediu și sociale, drepturile lucrătorilor, ș.a. care include un mecanism pentru gestionarea reclamațiilor la nivel de proiect. Aceste proceduri și documentele aferente menționate se vor implementa pe toata durata de viață a Proiectului.

Toate aceste documente fac parte din pachetul de pregătire pentru finanțare a căror consultare publică este obligatorie, înainte de parcurgerea procedurii de aprobare finală în cadrul Băncii Mondiale, astfel încât toate părțile interesate să poată lua cunoștință de conținutul documentului elaborat și să formuleze eventuale recomandări, propuneri și/sau obiecții.

https://www.asd.md/comunicate-de-presa/proiecte-de-documente-pe-aspecte-sociale-si-de-mediu-privind-proiectul-de-conectivitate-rurala-moldova/

In scopul asigurării accesului părților interesate la informația de mediu și socială și ulterior organizarea consultărilor publice în unitățile teritorial administrative în raza Proiectului: Leușeni, Zagarancea, Giurgiulești, și raioanele Călărași și Ungheni cu prezentarea în limba română a conținutului documentelor.

Consultările publice vor avea loc după cum urmează:

Pentru Componenta B: RPF, LMP, Preliminary ESIA, SEP

Primăria Zagarancea – 30.01.24, ora 10.00;

Primăria Leușeni – 30.01.24 ora 14.00;

Primăria Giurgiulești – 31.01.24;

Pentru componenta A: RPF, LMP, SEP, ESMP C8

Primăria Năpădeni : 02.02.24, ora 10.00.

Comentarile, propunerile, obiecțiile, primite de la părțile interesate, în cadrul consultărilor publice, vor fi trimise în adresa Administrației de Stat a Drumurilor, prin e-mail sau alte surse de informare, pentru a revizui documentația de mediu și socială în timp de 30 zile.

Propunerile de îmbunătățire (feed-back) referitor la documente vor fi transmise la următorul e-mail:

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Fișiere

LMP(Labor_Management_Procedure)
Dimensiune fișier: 916 Ko Descărcări: 54

Resettlement Policy Framework_RPF
Dimensiune fișier: 585 Ko Descărcări: 56

SEP
Dimensiune fișier: 728 Ko Descărcări: 43

C8 ESMP_26.01.24
Dimensiune fișier: 2 Mo Descărcări: 17

C8_ESMP_draft_26.01.24_ro
Dimensiune fișier: 3 Mo Descărcări: 20

Preliminary ESIA_ro
Dimensiune fișier: 4 Mo Descărcări: 14

Preliminary_ESIA_Component B_21.01.24
Dimensiune fișier: 7 Mo Descărcări: 17