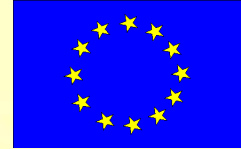


Road Sector Development in the Republic of Moldova





Road infrastructure



Road network

Public roads 10537 km including:

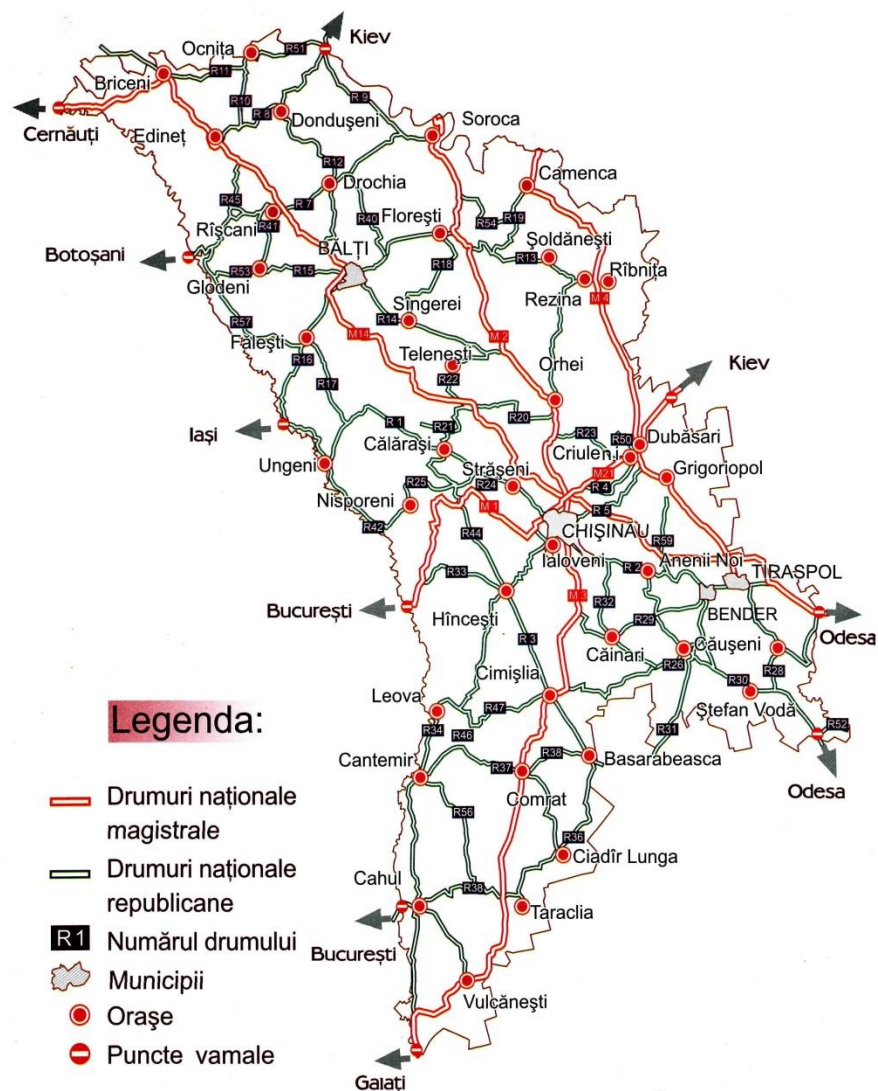
**National roads 3670 km,
including:**

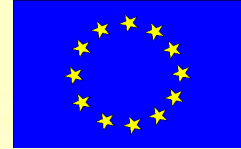
Asphalt pavement	2973 km
Concrete pavement	437 km
Macadam	261 km

Local roads 6867 km,

Asphalt pavement	3064 km
Concrete pavement	46 km
Macadam	3756 km

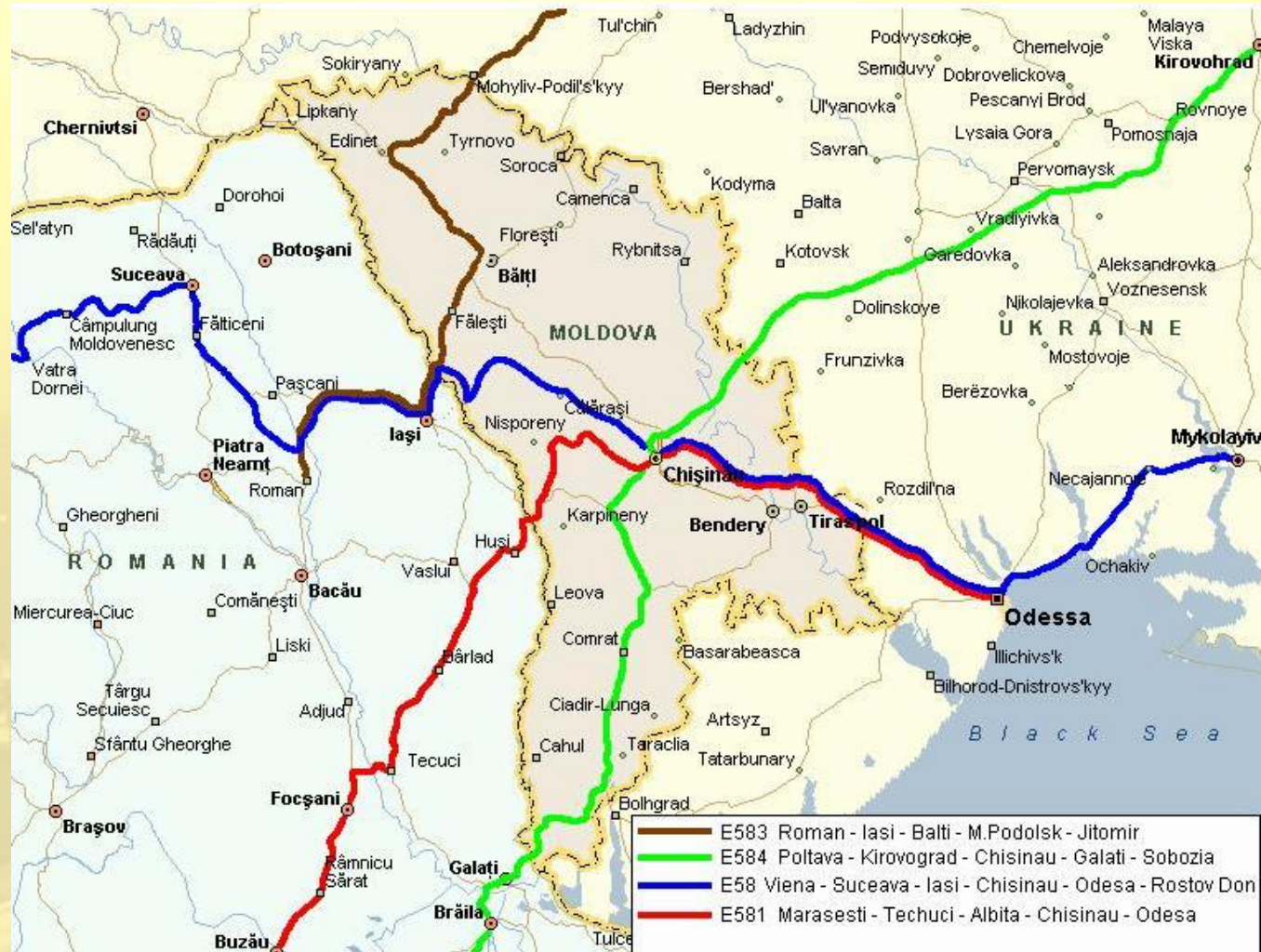
Schema rețelei drumurilor naționale



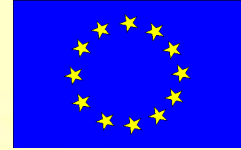


Infrastructure development and improving the connection with European Transportation Networks

Euro-Roads (AGR)



European Agreement on the great international roads (AGR) Republic of Moldova
Law nr. 17-XVI, 10.02.2006

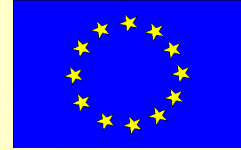


Pan European Network

- **Corridor VII Danube River**
- **Corridor IX Helsinki-S.Peterburg-Pskov-Moscova-Kiev-Ljubase-Chişinău-Bucureşti-Dimitrovgrad-Alexandropolis**

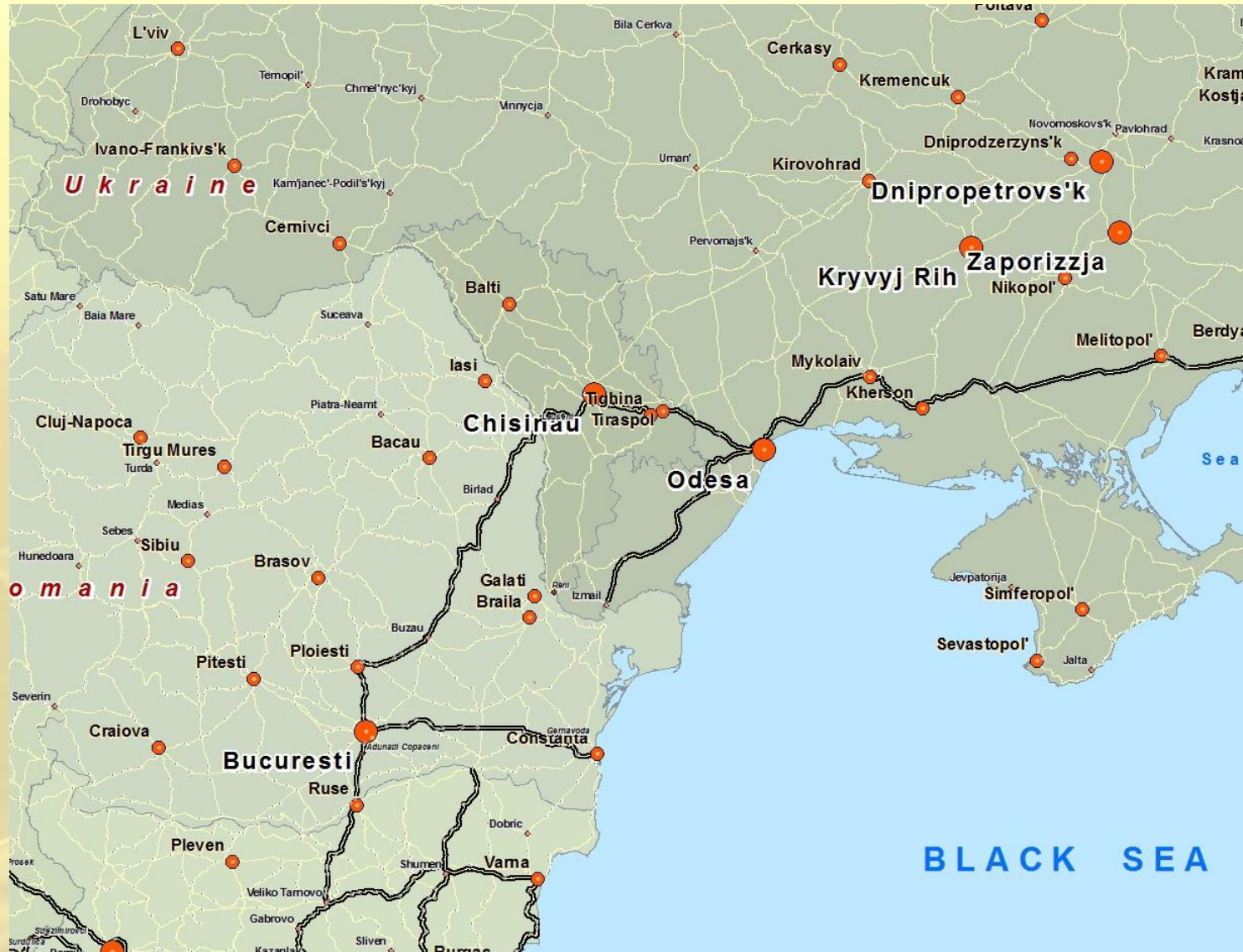


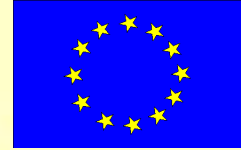
Pan European transport conference, Crete 1994



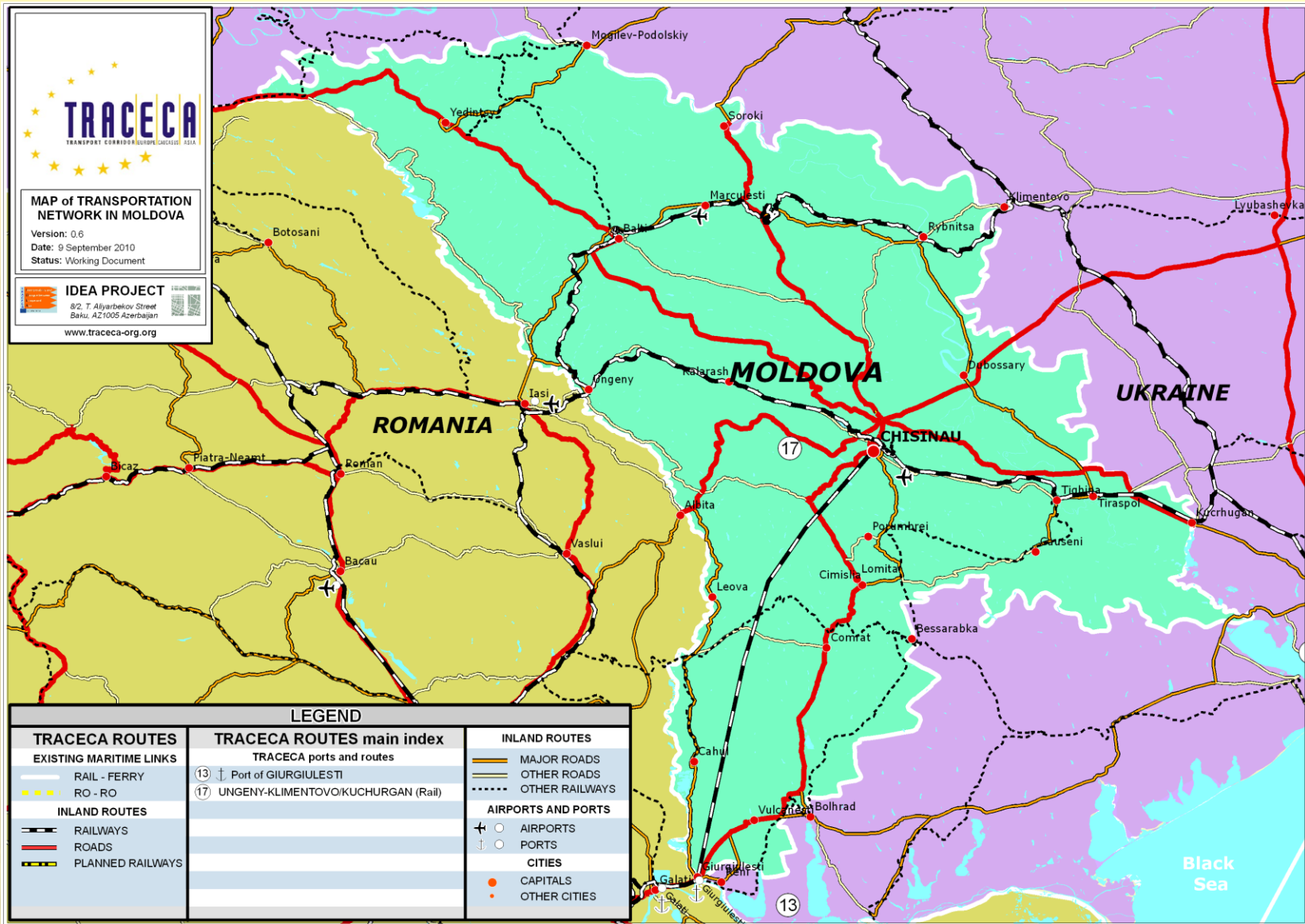
Black Sea Ring Highway

Memorandum
on the Black
Sea Ring
Highway, 27
of July 2007





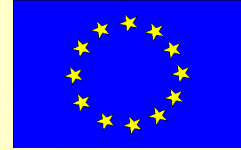
MULTIMODAL CORRIDOR EUROPE - CAUCASUS - ASIA (TRACECA) – (Conference in Brussels, 1993)





Connection of the national network to the TRANS-EUROPEAN NETWORKS Transport (TEN-T)



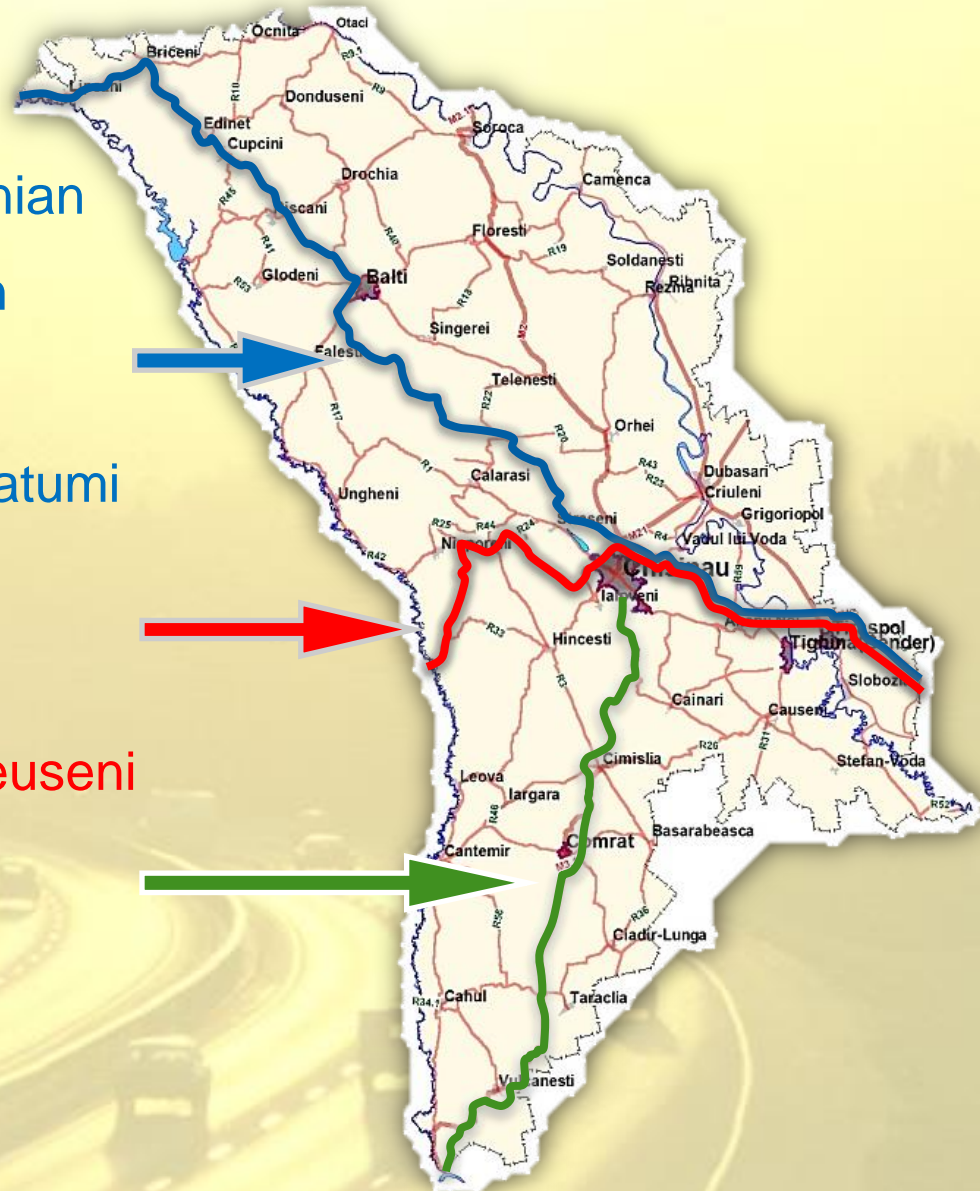


Euro-Asian Transport Linkages

4i Brest – terit. Belorusia – Ukrainian border- terit. Ukraine – Moldavian border – Chisinau – Odesa (port)/Ilicevsc(port) – Poti(port)/Batumi (Port);

4b Ruse – Giurgiu – Bucuresti- Urziceni – Marasesti – Albita – Leuseni – Chisinau – Odesa;

4k Chisinau – Giurgiulesti (port).





EATL Road rehabilitation

Priority sections with unidentified financing presented to EU within TRACECA and Central Axis Corridors

Was implemented surface treatment

Was rehabilitated in 2008-2009

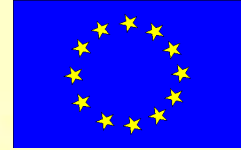
Is in good condition

Realizing with the EBRD, EIB assistance until 2014 -2017





National road network rehabilitation

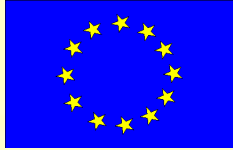


-  Rehabilitated up to 2014
-  Now in rehabilitation
-  Planned to be rehabilitated with support of WB, EBRD, EIB, EC up to 2018
-  Roads with prepared project documentation
-  Roads without project documentation





Connection with EATL network



M14 Criva-Balti sector, Length-133 km,
Cost-120 mil Euro (unidentified)

M14 Balti-Chisinau sector, Length-131 km,
Cost-113 mil Euro (unidentified)

M14 Chisinau – Kuciurgan (UA), Length-85 km,
Cost-81 mil Euro, **Problem: Closed bridge near Gura Bicului**

M1 Chisinau-Leuseni, Length-100 km, Rehabilitated

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

- R6 M1-Ialoveni, km 0-6.6, cost – 10,1 mil Euro (BEI)
- M1 Chisinau-Leuseni, km 6-14, cost – 17.0 mil Euro (BEI)
- M21 Chişinău-Dubăsari, km 5-15, cost – 25.7 mil Euro (BEI)
- M14 Chisinau –Tohatin, 10 km, cost -15 mil Euro (unidentified)
- New construction, length – 28 km, cost -152 mil Euro (unidentified)

M3 Chisinau-Giurgiulesti, total length-218 km:

- Chisinau-Porumbrei 33 km, Cimislia-Comrat, 29 km, in good condition
- Comrat -Vulcanesti, 86 km, cost – 50 mil Euro (BERD)
- Porumbrei-Cimislia, 26 km, new construction, cost – 38 mil Euro (BEI)
- Comrat bypass, 18 km, new construction, cost – 17 mil Euro (BEI)
- Vulcanesti bypass, 9 km, new construction, cost – 9 mil Euro (CE)
- Slobozia mare bypass, 20 km, new construction, cost – 24 mil Euro (BERD)

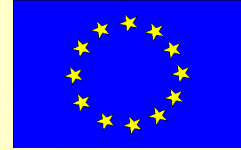
Chisinau-Anenii Noi-Tudora, total length-114 km, **Alternative to Chisinau-Odesa road**

- Chisinau-Causeni, 54 km, Cost 39 mil. Euro (unidentified)
- Causeni-Tudora, 60 km, rehabilitated



Railway Sector of Moldova





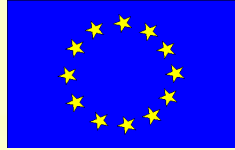
Railway sector of Moldova



- The main current task for the rail sector is the reforming and restructuring of the S.E. “Railway of Moldova”, which should be finished until II quarter of 2016, following the European model;
- In this regard, a current priority is separation of Infrastructure management from Operation, which will ensure: separation of profit and loss accounts, balance sheets, staff and activity;



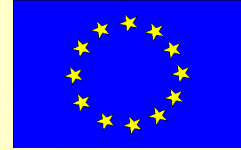
Railway sector of Moldova



- Beginning with April 2012, the S.E. “Railway of Moldova” adopted a new economic-organizational structure (in compliance with Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways);
- The new structure of S.E. “Railway of Moldova” comprises 4 autonomous operating departments:
 - a) Infrastructure;
 - b) Transport of Goods;
 - c) Transport of Passengers;
 - d) Social Activities and Auxiliary Patrimony;

Maritime Sector of Moldova





Giurgiulesti Port Complex

International Free Port Giurgiulesti

- 120 hectares,
- the status of a free economic zone
- oil product terminal
- General cargo terminal
- Grain terminal
- Container terminal
- Industrial zone

Passenger Port Giurgiulesti - 0.5 hectares

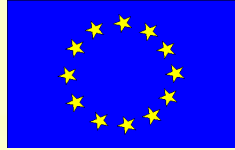
Access ways:

- Railway
- motorway



Container Terminal

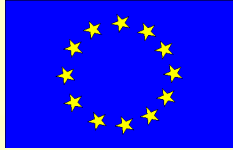




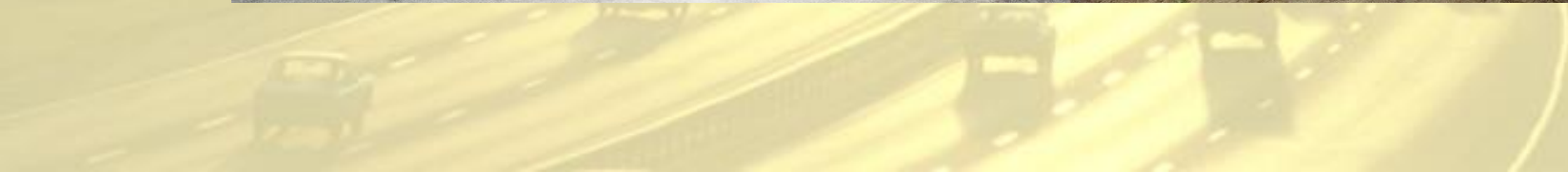
Oil Product Terminal

8 storage tanks for oil products. The quay terminal can accept river barges and seagoing ships with a draft up till 8,2 m





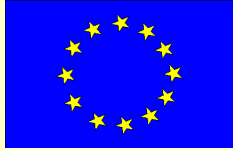
Oil Product Terminal





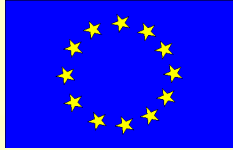
Oil Product Terminal





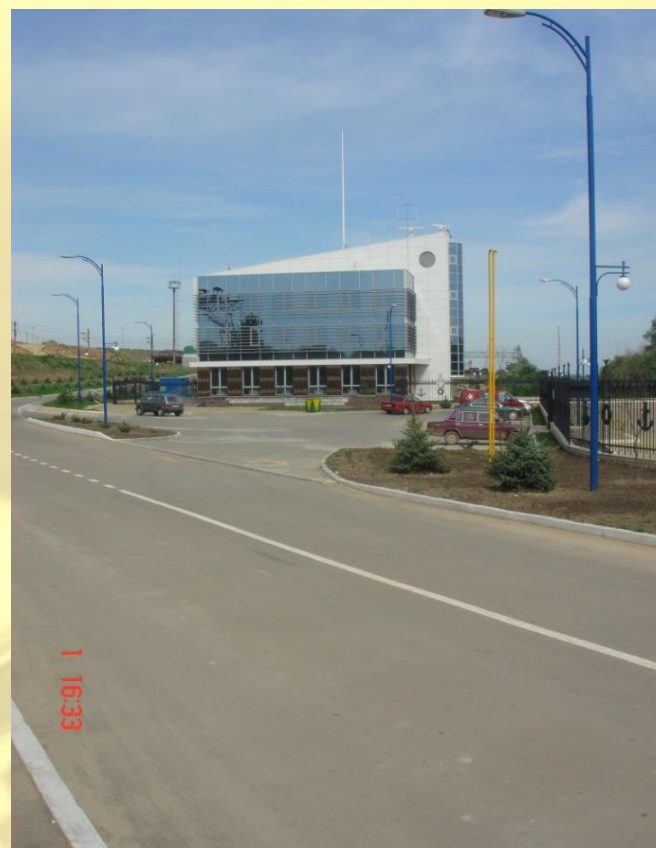
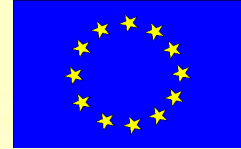
Grain terminal

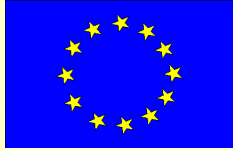




Passenger Port Giurgiulesti

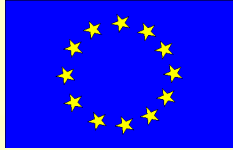
- Administrative building - 4 floors
- Water treatment plant
- Car parking
- boarding/disembarking Station for passengers to/from busses
- Also, there is a crossing at the Giurgiulesti railway station





Passenger Port Giurgiulesti





THANK YOU

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Ministry of Transport and Road Infrastructure

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