

**To: Implementation Committee of the Convention
on Environmental Impact Assessment in Transboundary Context**

Subject: *Additional information regarding the implementation of procedures for environmental impact assessment in transboundary context*

The Ministry of Environment of the Republic of Moldova avails itself of this opportunity to extend its compliments to the Implementation Committee of the Convention on Environmental Impact Assessment in a transboundary Context.

Please find below additional information on implementation of procedures for transboundary environmental impact assessment.

(a) The date when construction of the oil terminal resumed after a pause of several years, in the period 2006-2007 and the date when the oil terminal was completed

The construction of the oil terminal resumed in 2005 according to the timetable of the Investment Agreement signed in December 2004 by the Government of the Republic of Moldova and the companies *Danube Logistics* and *Bemol*.

(b) The final decision taken on the oil terminal, as well as whether the final decision was taken of the comments of the affected Parties and when and by what means

The final decision on construction of the oil terminal was taken in 1996, after coordination of the project (technical) documentation with all relevant authorities, including the State Authority on Construction. The opinion of affected Parties was taken into consideration during consultations.

(c) The final decision taken on the passenger and dry-good terminals, as well as whether due account was taken of the comments of the affected Parties and when and by what means

In 2007 the Environmental Impact Assessment (EIA) documentation was elaborated for the dry cargo and passenger terminals and was presented to Ukraine and Romania for comments (Our ref: 03-06/1518 dated 01 October 2007). The affected Parties comments on EIA documentation were not presented by the established deadline. Therefore, the subsequent EIA procedures were carried out at the national level.

The construction of the dry-cargo terminal started in 2008.

The first mooring line of the dry-cargo terminal (elevator) was put into operation in August 2009.

The passenger terminal (mooring line) was put into operation in March 2009.

d) How the competent authority had concluded that the branch railway line was not a major change to the existing railway network in the Republic of Moldova and whether or not it was likely to have a significant transboundary impact

The Ministry mentions that the construction of the railway branch line Cahul-Giurgiulesti does not fall within the scope of the Espoo Convention. Since the length of the above mentioned line is only 50 km - such activity is not included in the Addendum 1 of the Espoo Convention.

The railway branch line Cahul- Giurgiulesti represents a single line railway which is connected to national single line railway Cahul –Chisinau.

At the national level and according to national legislation the following procedures were carried out in order to allow construction of the railway branch line Cahul-Giurgiulesti:

- the EIA documentation was elaborated for the railway branch line Cahul-Giurgiulesti;
- the positive State Ecological Assessment Report for the EIA documentation was issued (No. 95-07/1402 dated 10 September 2007
- the State Ecological Review for the project documentation (technical project) of the railway branch line Cahul-Giurgiulesti was carried out.