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
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-Ljubaseți-Chișinău-București-Dimitrovgrad-Alexandropoulis

Pan European transport conference, Crete 1994
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)/Illicevsc(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


- 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/discharging 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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