

**Eastern Partnership 14<sup>th</sup> Panel on Transport:  
*Perspectives on Road Infrastructures in Moldova***

**Perspectives on the Priority 2 of the 2020 National Development Strategy Moldova 2020: good roads everywhere**

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**National Development Strategy Moldova 2020: priority 2- good roads everywhere**, adopted in 2010, led to the development of the National Strategy on transport and logistics for 2013-2022. The sectorial strategy, is in line with both the Association Agreement signed between EU and the Republic of Moldova, and with the National Development Strategy Moldova 2020.

**Long term Strategic Objective of the National Development Strategy Moldova 2020:**

- Increasing public investment in national and local road infrastructure to reduce transport costs and increase access speed.

Strategic vision of the document has included the following key elements:

1. The quality of road infrastructure will contribute to qualitative economic development based on exports;
2. Construction and rehabilitation of national and local roads so that 80% is in "good" and "very good" state;
3. Exploring the potential of public-private partnership in the field of road infrastructure and logistics services related to transport services and services related to the road infrastructure;
4. Enhancing the efficiency of the maintenance system by ensuring effective competition, based on: (i) organizing transparent public procurement with the promotion of advanced technology offerings; (ii) ensuring more effective control over the quality of the work done; (iii) the reorganization and upgrading of road maintenance companies by 2013; and (iv) the implementation by 2015 of the road maintenance method through multi-annual contracts.

**The expected impact of the strategy is as follows:**

- Increase the transit of goods from the European Union and Eastern Europe;
- Facilitating the access of agricultural and industrial producers to local and foreign markets;
- Creating new jobs and involving an adequate degree of training;
- Facilitating the access of the rural population to quality social services (education, health);
- Preventing personal injury and loss of human capital and productivity from road accidents;
- Improving the quality of the environment by reducing fuel consumption, reducing emissions to air, reducing the amount of waste generated by motor vehicles by consuming parts, and carrying out environmental impact assessments in the road construction / repair process and applying environmental protection requirements for road construction / repair.

The road network with a total length of 10544 km (3667 km national roads, 6867 local roads, bridges with a total length of 25.9 km) has as main interchange the Chisinau municipality, the intersection centre of the main national and international routes. The road network is sufficiently developed, but its state at the entire infrastructure are considered bad and requires rehabilitation and modernization. According to the latest data, 92.5% of the national roads and 46.1% of the local ones are with permanent and semi-permanent road clothing (asphalt concrete, concrete cement, and bituminous mixtures). Despite the implementation of the Action Plan on the implementation of the

National Road Safety Strategy, the latter remains a stringent problem, and factors such as poor road conditions, geometric parameters, driver behaviour and insufficient traffic rules play a significant role.

**The financial crisis that has started after 2014 has led to a slowdown in road rehabilitation, which may lead to the failure to meet the 2020 targets.** Financial sources of the Road Fund are not allocated in the amount set by the Road Fund Law as intended, which creates an impediment for reaching the targets set by the NDS for 2020. Also, starting in 2015, the funds are allocated towards the end of the calendar year, i.e. they cannot be absorbed by the ministry, and are subsequently returned, and are not finally invested in the roads rehabilitation.

From the point of view of compliance with the Climate Change Adaptation Strategy, the following can be mentioned:

- The technical standards for design, construction and operation of the roads by destination are not adjusted to the impacts of climate change. About 80% of the mentioned technical standards are "rigid" and obsolete since they were developed in Soviet times.
- Financial resources from the Road Fund are not channelled into risk research, impact assessment, capacity building, climate change planning.
- There are no powers / functions in the context of climate change at Ministry level and at subordinate institutions level.
- No research has been carried out to replace asphalt concrete roads with technologies that are resistant to water and heat effects.
- Vehicles with a high degree of pollution are not monitored, making it impossible to restrict their traffic on public roads.
- "Cemeteries" of end-of-life vehicles, their parts, used tires; technical oil receivers, etc. are not inventoried. There is also no Methodology / Mechanism for inventory and supervision of these "cemeteries".

In order to adapt road sector to climate change, the following should be performed:

- Institutional system of road maintenance reform through merging of the specialized companies (SA Drumuri) and strengthening their managerial and technical-material capacities and optimizing the administrative expenses.
- Decentralization of local road administration through (1) the transfer of a part of the main local roads to regional roads, (2) transfer of the remaining local roads to the second level LPA balance, ensuring the allocation of resources from the Road Fund for their reparation and maintenance, (3) Ensuring the transfer of capacity for efficient management of local roads
- "As the number of light commercial vehicles on the road is rising, which increases the risk of their involvement in road accidents, the idea of setting speed limiters on board of these vehicles should also be considered, taking into account the advantages related to environmental protection and climate change "
- "It is estimated that fuel efficient tires, if used on a large scale, would save 6.6 million tons of fuel per year by 2020. They would also reduce CO2 emissions by 4 million tons a year, which is equivalent to reducing the European car fleet by 1.3 million vehicles per year"
- Strengthening institutional issues in the context of climate change of the transport sector and for road infrastructure
- Diminishing the age of importing and operating vehicles

According to the Action Plan for the implementation of AA for 2017-2019, the following works are envisaged to continue modernize and rehabilitate road infrastructure for priority connections with TEN-T:

- a) reabilitarea drumului R16 Bălți – Fălești – Sculeni; 55 km

- b) reabilitarea și extinderea drumului M3 Chișinău – Cimișlia – Vulcănești – Giurgiulești; 31 km rehabilitated and 66 constructed
- c) reabilitarea drumului R1 Chișinău – Ungheni – Sculeni; 104 km rehabilitated
- d) reabilitarea drumului R9 Soroca – Arionești; 31 km rehabilitated

Since 2014, it is planned to rehabilitate the road M14 Brest – Briceni – Chișinău - Tiraspol – Odessa and finalize the road M3 Chișinău – Cimișlia – Vulcănești – Giurgiulești. For M14, Criva-Balti segment financing was identified, but rehabilitation works stagnate and nothing happened since 2014 to rehabilitate this road. This situation is connected to the 2014 financial crisis, which affected the pace of rehabilitation works, and also the inclusion of a larger number of roads into rehabilitation activities. It also affects rehabilitation of 600 km of local roads included in the Action Plan for 2017-2019, and which are also mentioned in the National Development Strategy of Moldova for 2010-2020, according to which 4900 km of local roads should be rehabilitated towards 2020. The quality goal aiming at having 38% of national roads in “very good state” and 42% in “good state” for 2020 is not realistic, due to the same problems related to the financial crisis of 2014 and the impossibility to use efficiently the resources from the National Road Fund, which are used for other purposes rather than road rehabilitation.