

Luxembourg, 7 March 2025

Environmental and Social Data Sheet

Overview

Project Name:	Reconstruction of M05 Riscani -Balti
Country:	Moldova
Project Description:	Reconstruction of a 29km long section of the M5 TEN-T road between Balti and Riscani. The project involves widening to 2+2 lanes along the existing alignment and includes construction of five bridges and three grade-separated interchanges.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The Project comprises road rehabilitation works on the M5 road Criva-Balti (Ukrainian border-Criva-Chisinau-Tiraspol-Ukrainian border, km 0,00-133,00), between municipalities of Riscani and Balti (km 103+750 to 133+000). The Project represents one of four sections into which the M5 road Criva-Balti was split for implementation purposes (Lot IV).

It involves upgrade of an existing road, predominantly within the existing right of way. The new road platform will be 23.7 m wide, with 2x2 lanes, separated by a safety barrier, and 3 m wide hard shoulders on each side.

The existing road has 1+1 lane configuration over 1.3 km of its length, 1+2 lane configuration over 22.3 km of the length and 2+2 lane configuration for 4.9 km of its length. Thus, since the project does not imply widening from one or two lanes to four lanes for over more than 10 km, the project has been classified under the category of projects requiring decision from the competent authority whether an EIA is required.

In line with applicable national requirements, the project initiator and promoter, the National Road Authority (SRA) submitted on 01 November 2023 a request for the planned project to the competent authority, the National Environment Agency housed at the Ministry of Environment of the Republic of Moldova. The planned project concerned the rehabilitation of the M5 road Ukrainian border-Criva-Chisinau-Tiraspol-Ukrainian border (km 0,00-133,00). The authority carried out a prior assessment and determined based on the criteria listed in the national EIA legislation that the project is not subject to EIA.

On 23 November 2023, the Environmental Agency issued its screening out decision (Environmental Agreement No. 10/1190/2023). According to the decision, the project is not expected to have significant negative impacts on the environment.

Minor negative impacts are related to road platform enlargement (land take), which however, do not result into extensive tree's felling. Construction activities are expected to temporarily lead to an increased noise, dust, and pollutant's emissions.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both /increases and savings.



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The improvement or installation of new drainage systems in sensitive sectors is expected to reduce risks of pollution of the susceptible environment.

The project does not impact protected areas and is not expected to cause any valuable habitat or biodiversity loss or cause new fragmentation of natural habitats that until now have remained untouched.

Paris Alignment

The project has been assessed by the Bank's services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap (CBR). The project is classified as a capacity enhancement project and is therefore subject to the adapted economic test in place for capacity expansion projects outside the EU.

The project will be aligned with the climate resilience goal as the climate risk of the project, after implementation of the findings of the Climate Change Risk Vulnerability Assessment (CCRVA) into the final design, has been assessed being low.

The project design is aligned with the provisions of the National Climate Change Adaptation Program 2030 approved by the Government on 30 August 2023. Project vulnerabilities to climate change impacts have been determined and several adaptation measures were introduced into the design.

Carbon Footprint

The project is not included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
 - Forecast absolute (gross) emissions are 19,300 tonnes of CO₂ equivalent per year.
 - Forecast emission created are 1,000 tonnes of CO₂ equivalent per year.
- The project boundaries are the road sections being rehabilitated (29km km) between Balti and Riscani.

The baseline is the forecast third party emission, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

Social Assessment

The project requires acquisition of 188 land plots with the total area of 12.63 ha. Persons affected by the project are the private owners of some of those plots and the owner of one gas station, the only object affected. The land acquisition process is being carried out in line with the national legislation.

By the Law No.204 from 25 July 2024 on "The declaration of the public utility of national interest of the construction, rehabilitation, modernization and extension of some national public roads" the project was declared a public utility. In line with the national legislation requirements, A Government Decision „Regarding expropriation for construction works, rehabilitation, modernization and expansion of some national road" is expected to be issued in late 2024.

Considering that at a time of allocation under the FL, the land acquisition process is still ongoing, the allocation letter will include a condition for the first disbursement under this scheme requiring the Borrower to submit (a) a confirmation and documentary evidence that the land acquisition is completed (b) a copy of the construction permit.



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After completion, the project is expected to have an indirect positive impact on human health by ensuring smoother traffic and lower emissions. Residents will benefit from reduced travel time and transport costs, improved the quality of passenger and freight transport.

The project design has been subject to a road safety audit and the risk mitigation measures were identified and implemented. The project is expected to improve traffic safety and lead to a decrease in road casualties.

A traffic management plan will be applied to manage road safety risks during construction works.

Public Consultation and Stakeholder Engagement

In line with the national legislation requirements, in November 2023 public was informed about the planned project and was provided access to the project documentation through the publication of the promoter's prior request for environmental assessment on the SRA website. According to the Promoter, no appeals from the public regarding the Environmental agreement were received.

Other Environmental and Social Aspects

- The promoter has put in place an Environmental and Social Management plan (ESMP) and can rely on implementation support international consultant for its implementation.

Conclusions and Recommendations

- Considering the environmental, social and climate risks, the mitigation plans and the capacity of the promoter to implement the ESMP, the overall impact of the project is expected to be positive.
- Bank's financing of the project is conditional to the availability of the documentary evidence that the land acquisition is completed and of the valid construction permit.
- The Promoter undertakes to perform road safety audit before opening and after first year of completion of the works and implement an ESMP during the construction.
- Subject to the above mentioned environmental and social conditions and undertakings being met, the project is acceptable for EIB financing in E&S terms.