

**Moldovan Delegation contribution to discussion at the Plenary Session IV:  
“OSCE transport activities and their contribution to confidence building and the  
solution of unresolved conflicts: needs assessments and other OSCE supported  
activities in conflict and post conflict situations”**

In the light of existing frozen conflict in the eastern region of our country on the left bank of the river Dniester, so-called Transdnistria, the first priority for the Ministry of Transport and Road Economy of the Republic of Moldova is to ensure secure and safe road and rail traffic for goods and passengers on the whole land transport network of our country.

Following the Moldovan delegation's contribution to discussion made at the Baku preparatory conference to this Forum in March 2006, we would like to attract your attention to the relevant issues, which are of the great importance for us at the moment because of actual situation in the eastern region of the Republic of Moldova.

The first one **concerning road infrastructure and traffic** (see slide 1):

As it has been already mentioned by Mr.Snoy, thanks to the European Commission's technical assistance programme TACIS the bridge over the river Dniester near the village Gura Bicului (see a red bullet on a blue line on the scheme), destroyed during military conflict in this region in 1992, was rebuilt in 2003 by common efforts of road construction enterprises from both banks of the Dniester due to the OSCE support activities. Nevertheless, after one week since the opening of road traffic along the bridge it has been stopped by the separatists self-proclaimed authorities of this Transdnistrian region (see a red-colored area on the scheme). As a result the traffic along the main international road from the Republic of Moldova towards the Black Sea port Odessa has been deviated onto the other by-passing roads, which are not practical ready for high tonnage vehicles transportation on the territory of our country.

**We consider it is a matter to be maintained on the agenda of the OSCE, and its mission in the Republic of Moldova in particular, within the framework of the OSCE activities in the country.**

The second issue **concerning rail infrastructure and traffic** (see slide 2):

Taking into account the possibilities of separatists self-proclaimed authorities of Transdnistrian region of the Republic of Moldova to block the whole international and transit rail traffic at the Bender railway node due to physical characteristics of our railway network:

(i) the Republic of Moldova had to construct in 2005 a 45-km railway line Revaca – Cainari (see between red bullets on the scheme), which is a restored link between Moldova's components of Corridor IX, CE-95 main line and E-560 main line by-passing the segment Bender – Kuchurgan (see between green bullets on the scheme).

(ii) it is necessary to reconstruct a 22-km railway border crossing Basarabeasca – Berezino between Moldova and Ukraine by common efforts of two countries (*see a blue arrow on the scheme*) to ensure safety transit traffic along the shortest route towards the port Reni (Ukraine) and Galati (Romania) independent of the train operation on the segment Kuchurgan (Ukraine) – Bender (Moldova), when we cannot guarantee safety and secure train operation nowadays.

We would like to inform you about the decision made by the Moldavian and Ukrainian Railway Administrations at their authorities' meeting, which was held on the 11<sup>th</sup> May 2006 in Kiev, to create an ad-hoc working group which should estimate during one month all technical, economical and financial opportunities to restore the above mentioned 22-km railway border crossing Basarabeasca (Moldova) – Berezino (Ukraine).

**In this regard, the OSCE experts' great experience in the field of transport need assessments in conflict and post conflict situations, e.g. for Southern Caucasus region, could be applied in transport sector of the Republic of Moldova under our actual conditions of Transdnistrian frozen conflict as well.**

