

# Development of the Chisinau-Romania Intermodal Link

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# Moldova & Chişinău – Logistics Location and Connectivity

## Location

- Strategically located between the EU & Eastern markets
- Landlocked country with access to the Danube via Giurgiuleşti Port
- Chişinău as the main economic and logistics hub connecting national and international flows

## Connectivity

- Integrated into TEN-T extended network (Baltic–Black Sea–Aegean corridor)
- Strong road connectivity to EU via Leuşeni–Albiţa and Sculeni BCPs
- Rail connectivity via Ungheni–Iaşi corridor linking to EU rail network

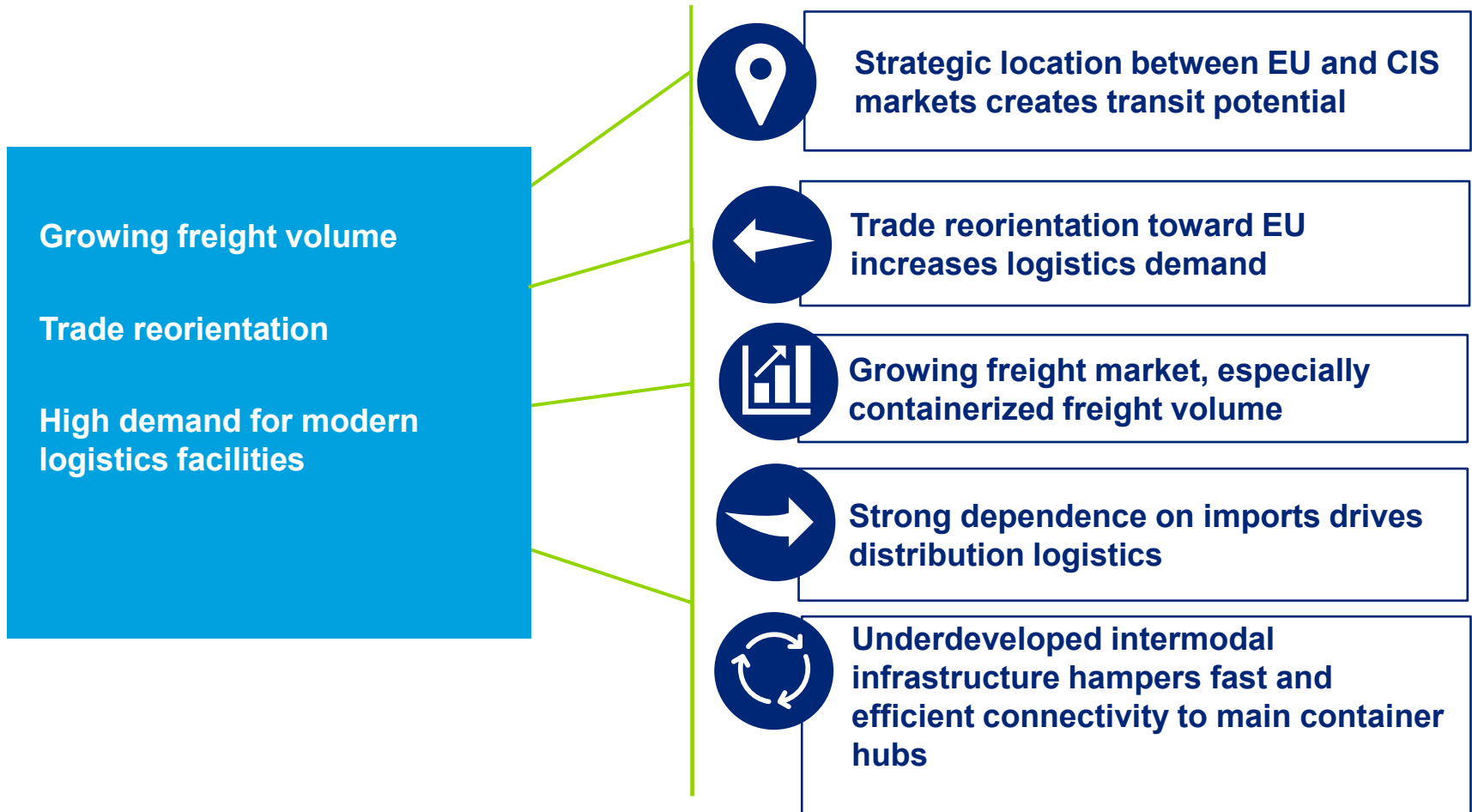
## Capability

- Giurgiuleşti as a multimodal hub (road–rail–river connectivity)
- Growing role as a transit corridor due to regional geopolitical shifts
- Rail infrastructure under development, with rehabilitation of key corridors ongoing



Source: [www.eubam.org](http://www.eubam.org)

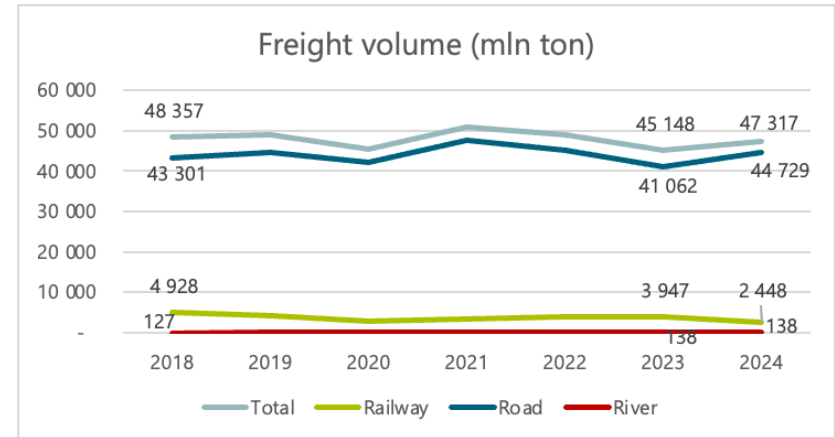
# Key Drivers of Logistics Demand in Moldova



# Moldovan Freight Market – Key Dynamics

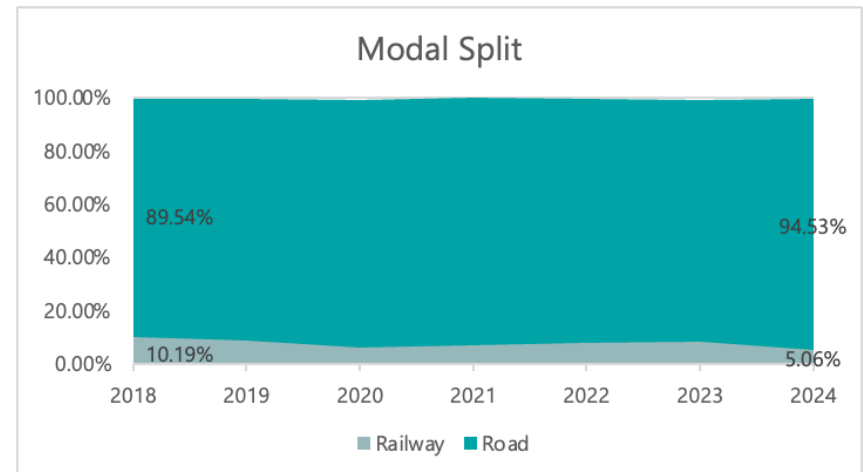
## Total Freight Volumes

- Total freight volumes remained stable at 40–50 million tons over the past decade
- Strong growth until 2021 (~6% CAGR) driven almost entirely by road transport
- In 2024, freight volume reached 47.3 million tons (+5% YoY)
- International freight accounted for ~11 million tons (~25%) of total volume (2023)



## Modal Share

- Rail transport remains weak (~5.1%)
- Inland waterways and air freight are negligible (<1%)
- Rail share temporarily increased due to Ukraine port disruptions, but declined again in 2024
- Road transport share continues to increase structurally



Source: EGIS

# Regional Perspectives in Container Transport

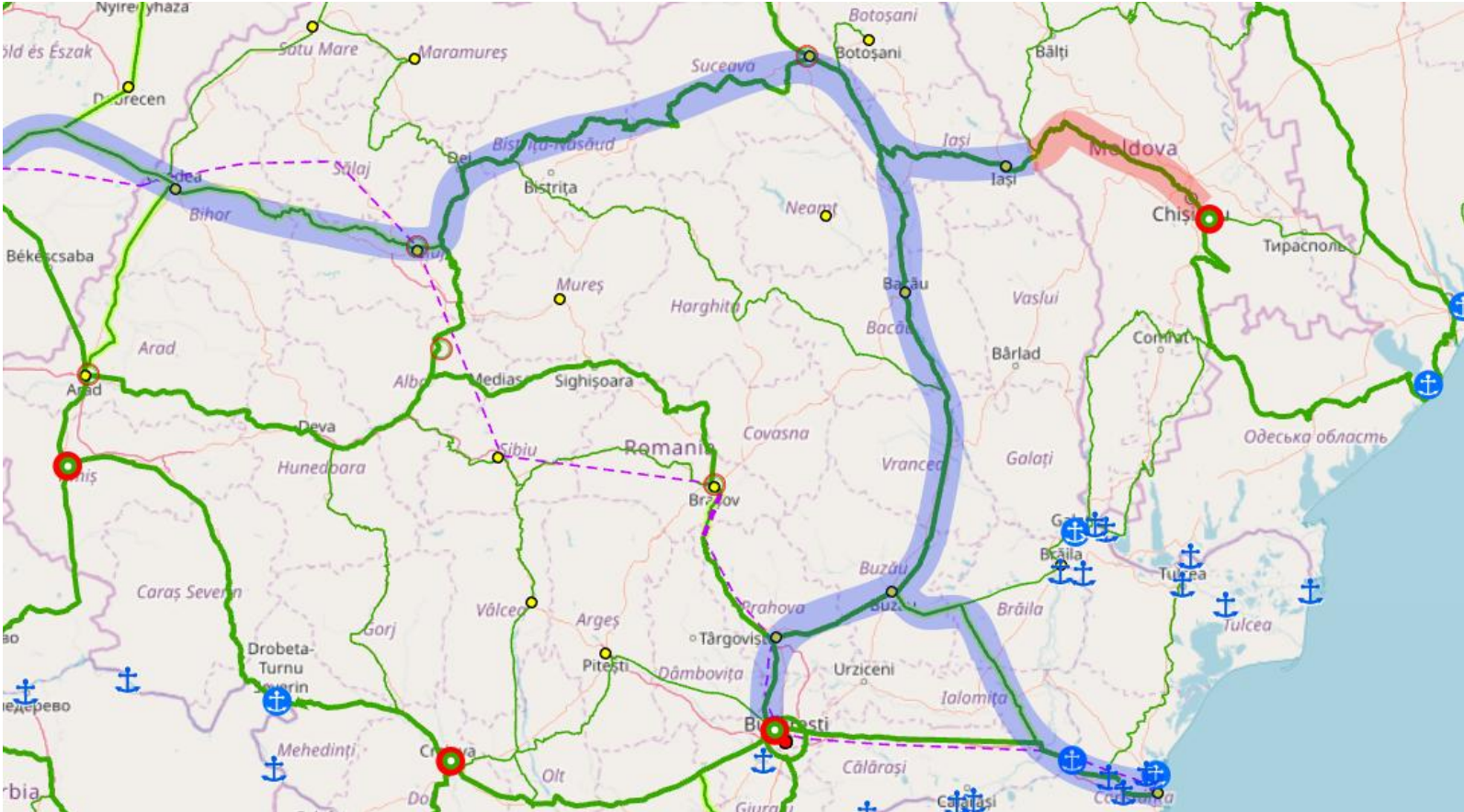
## Intermodal Connectivity to the Main Container Hubs

- **Constanța** currently serves as the main container gateway for Moldova
- Integration into the EU standard gauge rail network (1435 mm) would significantly enhance connectivity to major European ports (Rotterdam, Hamburg, Rijeka, Koper)
- **Adriatic ports (Rijeka, Koper)** are gaining importance as competitive alternatives to Northern and Black Sea ports
- Shorter maritime routes from Asia (via Suez) → up to 7 days faster vs Northern Europe
- Direct vessel calls reduce costs by ~600–800 USD/container and transit time by 20–25 days



Source: EGIS

# Integration of Moldova into the EU Rail Network



Source: EGIS

# Intermodal Freight Terminal Chişinău– Location

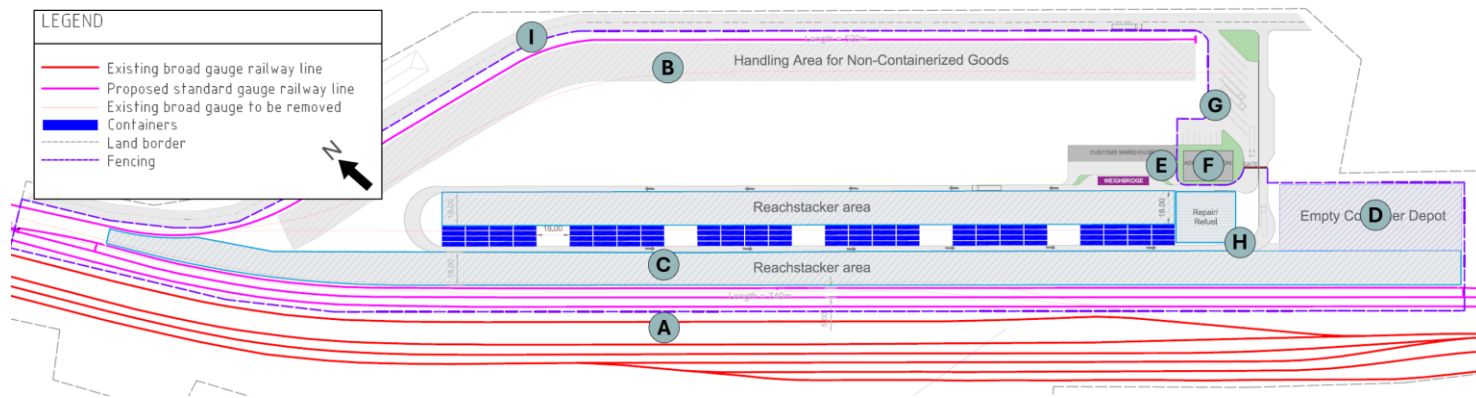
- Located in Revaca (South-East of Chişinău) – close to Chişinău International Airport and industrial zones
- Situated outside dense urban areas → reduced congestion & operational constraints
- Direct access to the national road network (Munceşti corridor)
- Intermodal hub connecting rail (1435 mm) and road transport



Source: EGIS

# Intermodal Freight Terminal Chişinău– Functions & Capacity

- Terminal area: ~5 ha (within ~18 ha site including rail infrastructure)
- Two 740 m transshipment tracks + one shunting track
- Dedicated areas for container handling & storage, empty container depot (~500–600 TEU)
- Estimated terminal capacity: 90,000–100,000 TEU/year
- Forecast demand (2055): ~40,000 TEU → sufficient long-term capacity
- Short-term container storage: ~500–600 TEU



Source: EGIS

# Strategic Outlook

- Moldova's strategic location between the EU and Eastern markets creates strong logistics potential
- Freight market is growing but highly road-dependent, with limited intermodal capabilities
- Development of 1435 mm rail connection is a precondition for integration into EU logistics networks
- IFT Chişinău (Revaca) will serve as a core intermodal gateway, enabling modal shift and efficiency gains
- Strengthening connectivity to European and Adriatic ports will reduce transit time and logistics costs





**Thank you for your attention!**

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