



## Georgia: Support for Transportation Policy

Project Name	Support for Transportation Policy
Project Number	47220-001
Country	Georgia
Project Status	Closed
Project Type / Modality of Assistance	Technical Assistance
Source of Funding / Amount	<b>TA 8682-GEO: Support for Transportation Policy</b> Technical Assistance Special Fund US\$ 750,000.00
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth
Drivers of Change	Governance and capacity development Knowledge solutions
Sector / Subsector	<b>Transport</b> - Transport policies and institutional development
Gender Equity and Mainstreaming	No gender elements
Description	<p>The TA seeks to develop a national transport policy and action plan for Georgia. As part of this TA the consultants will also complete a project appraisal and prioritization framework for the transport sector, produce a long-term human resource development plan for the transport sector, improve transport planning capacity within MOESD and, after completion of the transport policy and action plan, provide consultancy support to transport agencies in implementing action plan.</p> <p>The national transport policy will review the Georgian transport sector, identify issues that impede the development of the sector and recommend a series of measures designed to improve the delivery of transport services and capacity in Georgia. Recommendations may include, but are not limited to: (i) reforms to existing transport policies, regulations and organizational structures for delivery of transport services; (ii) actions needed to promote Georgia as a multimodal logistics hub linking Asia and Europe, including needed improvements to existing border crossing services/procedures, and the need to ensure that transit traffic yields high economic value to the country; (iii) actions needed to improve road safety in Georgia; (iv) proposals for reasonable funding envelope for transport projects, including consideration of private sector investment and covering both new investments and ongoing operations and maintenance; (v) transport projects to be prioritized in line with prioritization framework created, and (vi) the need for revised engineering design standards.</p>

Project Rationale and Linkage to Country/Regional Strategy	<p>Georgia's transport system comprises of five modes _ road, rail, sea, air and pipelines (for oil and natural gas). Since 2005 successive governments have revised rules and regulations on the supply of transport infrastructure and services, as well as restructuring institutions and delegating to transport agencies the authority to modernize the transport system. However, with demand for transport growing rapidly a number of key issues still have to be addressed, including:</p> <ol style="list-style-type: none"> <li>1. Lack of transport policy. The transport sector in Georgia lacks an overall sector policy to guide its development in an inclusive and sustainable manner, which has resulted in each agency developing their own vision / strategy / agenda. The transport sector has a need for a development policy with a suitable road map for each mode and financing arrangements.</li> <li>2. Transport institutions are fragmented and under the direction of multiple ministries: the Ministry of Economy and Sustainable Development (MOESD) which has overall responsibility for civil aviation, land and maritime transport, the Ministry of Regional Development and Infrastructure (MRDI) which is responsible for roads, and the Ministry of Internal Affairs that handles policing of roads, including traffic safety matters. There is a need to review the institutional structure within which transport services are provided and ensure that in the long-term both institutional structure, and coordination between agencies, does not represent an impediment to efficient provision of transport services.</li> <li>3. Regulation. The Maritime Transport Agency, Georgian Civil Aviation Agency, the Land Transport Agency and the State Hydrographic Service of Georgia operate as technical regulators. However, economic regulation of transport services, meaning the regulation of price, service quality and frequency, is rather limited for most modes and needs further development.</li> <li>4. Human resource development needs. Despite ongoing work by various development partners, the capacity of the various transport agencies still needs to be strengthened. For example, the roads department of the MRDI has evolved into a network manager and contract administrator but internally lacks the skills to efficiently deliver projects. At ministry level the situation also needs improvement: less than 50% of MOESD staff working on transport-related issues are qualified or have received formal education in a transport-related discipline, and it is estimated that 90% of staff members require short-term training to handle their respective assignments, while 20% need post-graduate specializations. There is an urgent need to build transport planning capacity especially within MOESD.</li> <li>5. Ability to prioritize between transport projects. As noted in the ADB's Georgia Transport Sector Assessment, Strategy, and Road Map, Georgia would benefit from a framework for prioritization between competing projects in the transport sector, which would enable them to more efficiently allocate scarce resources for transport projects across all transport modes.</li> </ol>
Impact	Safer and more efficient transport system that promotes economic growth in Georgia

## Project Outcome

Description of Outcome	Government adoption of transport policy and action plan
Progress Toward Outcome	Final draft of the transport policy and action plan has now been reviewed by the project steering committee and submitted to the EA.

## Implementation Progress

Description of Project Outputs	<ol style="list-style-type: none"> <li>1. Transport sector policy recommendations and action plan for Georgia developed</li> <li>2. Long-term human resource development plan completed with strengthened transport planning capacity for MOESD staff</li> <li>3. Guidelines for prioritization of transport projects completed with provided support to transport agencies in implementation</li> </ol>
Status of Implementation Progress (Outputs, Activities, and Issues)	The TA team has now completed the drafting of the transport policy and action plan. This was successfully presented to the project steering committee and submitted in final form to MOESD.
Geographical Location	Georgia

## Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

## Stakeholder Communication, Participation, and Consultation

During Project Design	Consultations were held in May 2014 with government ministries, transport agencies and representatives of the private sector and civil society prior to finalization of project design, which was altered to account for feedback received from consultations.
-----------------------	--

During Project Implementation

Stakeholder consultations were held at two key stages during project implementation: 1) inception, and 2) upon completion of draft findings of the transport policy. A steering committee was formed, with the transport policy department of MOESD being the key counterpart from the Georgian government, to guide the project's development. The steering committee consists of representatives of: MOESD, MRDI, Roads Department, and Georgian Railways and other key stakeholders in the transport industry including private sector, development agencies and non-governmental organizations. The steering committee has been chaired by MOESD. MOESD acts as a secretariat of the committee and regularly report to the steering committee and ADB about the progress of the TA. MOESD has designated a Project Director, who has been the primary MOESD focal person for the TA.

## Business Opportunities

Consulting Services	The TA will mobilize and engage 20 person-months of individual international consultants and 18 months of individual national consultants over the 2-year TA period. The international consultants will comprise: transport planner, transport economist, and human resources development specialist. The national consultants will comprise a national transport specialist and an institutional and regulatory specialist. All experts shall be recruited by using ICS method and following ADB's Guidelines on The Use of Consultants by Asian Development Bank and Its Borrower's (2013 as amended from time to time). Proceeds of the TA will be disbursed in accordance with ADB's Technical Assistance Disbursement Handbook (2010, as amended from time to time). Consultant recruitment is ongoing.
Procurement	Not applicable.

## Responsible Staff

Responsible ADB Officer	Sakamoto, Ko
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	<i>Ministry of Economy and Sustainable Development of Georgia 12 Chanturia Str., 0108, Tbilisi</i>

## Timetable

Concept Clearance	28 May 2014
Fact Finding	04 May 2014 to 08 May 2014
MRM	-
Approval	09 Jul 2014
Last Review Mission	-
Last PDS Update	09 Sep 2016

## TA 8682-GEO

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
09 Jul 2014	08 Aug 2014	08 Aug 2014	31 Dec 2016	-	-

Financing Plan/TA Utilization							Cumulative Disbursements	
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
750,000.00	0.00	75,000.00	0.00	0.00	0.00	825,000.00	09 Jul 2014	680,875.77

Project Page	<a href="https://www.adb.org/projects/47220-001/main">https://www.adb.org/projects/47220-001/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=47220-001">http://www.adb.org/forms/request-information-form?subject=47220-001</a>
Date Generated	06 July 2017

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement. ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.