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Georgia: East-West Highway (Khevi-Ubisa Section) Improvement Project

Project Name

East-West Highway (Khevi-Ubisa Section) Improvement Project

Project Number

49257-002

Country / Economy

- Georgia

Project Status

Closed

Project Type / Modality of Assistance

- Technical Assistance

Source of Funding / Amount

TA 9211-GEO: East-West Highway (Khevi-Ubisa Section) Improvement Project

Source

Amount

Technical Assistance Special Fund US\$ 1.00 million

Strategic Agendas

- Environmentally sustainable growth
- Inclusive economic growth
- Regional integration

Drivers of Change

- Governance and capacity development
- Partnerships

Sector / Subsector

- **Transport** / Road transport (non-urban)

Gender

No gender elements

Description

The project preparatory technical assistance (PPTA) will support the Roads Department (RD) under the Ministry of Regional Development and Infrastructure (MRDI) with (i) providing an independent technical review, covering technical and contractual aspects, of the detailed design for the highway improvement works; and (ii) providing a comprehensive assessment of the country's road sector from institutional, operational, financial, and technical perspectives and recommending ensuing institution and capacity development activities for enhancing Georgia's existing road asset management system and road safety.

Project Rationale and Linkage to Country/Regional Strategy

The Government of Georgia is endeavoring to make Georgia a regional and logistics hub and more attractive for businesses. The East West Highway (EWH), stretching 410 km from Sarpi on the Black Sea, at the border with Turkey, through the center of the country to the capital Tbilisi and on to the border with Azerbaijan, is the main inter-regional and international route between western and eastern Georgia, as well as its neighboring countries. Representing about 2 percent of Georgia's road network and one fourth of its international roads, the EWH serves 8,000 to 10,000 vehicles per day and carries over 60 percent of the country's international trade. In anticipation of admission of Georgia to the Central Asia Regional Economic Cooperation (CAREC) program in 2016, the EWH will be an integral part of one of the six key CAREC corridors providing the shortest transit link to connect Central Asia with Europe and East Asia.

In light of the traffic growth on EWH, the high percentage of truck traffic, and the difficult terrain and resulting geometric profiles, capacity expansion of the current 2-lane mountainous section between Chumateleti and Argveta is crucial to realizing full potential of the EWH with improvements to the highway either completed or underway on each side of this section. Therefore, the Government has requested the Asian Development Bank (ADB) and several other development partners to finance the remaining bottleneck sections (ChumateletiArgveta) on the EWH. A feasibility study financed under a World Bank project for the ChumateletiArgveta section (comprising four sections F1 through F4) of the EWH was completed in 2015. Detailed design of the approximate 42 km section, F2, F3, and F4 between Khevi and Argveta, financed under an ongoing ADB loan (Loan 2843-GEO), will commence in March 2017. The terms of reference for the detailed design consultant covers the preparation of detailed design for the new construction of KheviUbisaShorapaniArgveta section, the bidding documents, and the environment impact analysis and land acquisition and resettlement plan in accordance with ADB's Safeguard Policy Statement (2009) requirements.

The proposed bottleneck section (KheviUbisa) improvement for ADB financing requires the construction of around 12 tunnels, 43 bridges, and several very deep cuttings and high embankments within a distance of around 15 km, through terrain with difficult geological and geotechnical conditions. While the detailed design consultant will have been selected on the basis of its experience with designing roadwork in such conditions, the scope for design errors is large, and the outcome of such errors would be potentially very serious. Accordingly, and is often the case on large and complex infrastructure projects, an independent proof check consultant is to be engaged to review the detailed design consultant's major outputs for, for example, tunnels, bridges, and deep cuttings, to provide the government with advice on the soundness of the designs, and with suggestions for improving them. In addition, critical sections of Georgia's international and secondary road network are being rapidly improved, with development partner assistance and also through the Government's own resources. These improvements, while essential, are not being matched by an improvement in the country's ability to operate and maintain the network in a sustainable manner over the medium to long term. This requires both a sound understanding of the sector, and knowledge of what the Government and other development partners are doing and proposing to do.

Impact

Project Outcome

Description of Outcome

Progress Toward Outcome

Implementation Progress

Description of Project Outputs

Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

Khevi, Ubisi

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

The TA will be designed in the close co-operation with the main stakeholders of the government, including Ministry of Regional Development and Infrastructure and its Roads Department, and Ministry of Finance.

During Project Implementation

RD will provide the outputs of the detailed design consultant to the relevant individual consultant engaged through this EA, for review and suggestions for change or improvement, if required. Specialists will need to arrange meetings, workshops and seminars to discuss findings and draft recommendations. In addition to relevant government agencies, the development partners need to be consulted, especially on road network operation and maintenance and road safety, as well as a part of the review process.

Business Opportunities

Consulting Services

The services will be provided by international individual consultants who will be engaged by ADB in accordance with the Guidelines on the Use of Consultants (2013, as amended from time to time). The individual reports will be integrated by the (i) Independent Proof Check/Contract Management Specialist to ensure quality and relevance of inputs and recommendations. Other required positions are as follows: (ii) Transport Sector Specialist, (iii) Tunneling Specialist, (iv) Bridge and Structure Specialist, (v) Road Safety Specialist, (vi) Highway Engineer, (vii) Geotechnical Specialist, (viii) Transport Economist, (ix) Financial Management Specialist, and (x) Climate Adaptation Specialist.

Procurement

N/A

Contact

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Responsible ADB Division
Transport and Communications Division, CWRD
Executing Agencies
Ministry of Regional Development and Infrastructure of Georgia

Timetable

Concept Clearance
14 Oct 2016
Fact Finding
-
MRM
-
Approval
21 Oct 2016
Last Review Mission
-
Last PDS Update
25 Sep 2018

Funding

TA 9211-GEO

| Milestones | | | | | | |
|-------------------------------|--------------|------------------|---------------|-----------------|-------------|--------------|
| Approval | Signing Date | Effectivity Date | Closing | | | |
| | | | Original | Revised | Actual | |
| 21 Oct 2016 | 05 Dec 2016 | 05 Dec 2016 | 31 Aug 2018 | 30 Jun 2019 | 27 Sep 2019 | |
| Financing Plan/TA Utilization | | | | | | |
| ADB | Cofinancing | Counterpart | | | | Total |
| | | Gov | Beneficiaries | Project Sponsor | Others | |
| 1,000,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,000,000.00 |
| Cumulative Disbursements | | | | | | |
| Date | Amount | | | | | |
| 17 Jun 2022 | 710,843.13 | | | | | |

Project Page <https://www.adb.org/projects/49257-002/main>

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