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| Country: GEORGIA City: TBILISI | | Status: COMPLETED May 2017 Application approved 14 Jan 2016 | Key Sector(s): URBAN TRANSPORT (BUS) |
| PROONENTS | | Geography and Population | |
| Tbilisi Municipality City Hall Tbilisi Georgia | | Mr. Mamuka Mumladze Head of Municipal Transport Department Phone: +995 32 237 81 26 Email: mamuka.mumladze@tbilisi.gov.ge | <p>Area: 126 km²</p> <p>Population: 1.2 million</p> <p>Tbilisi is the capital and the largest city of Georgia. It lies in the South Caucasus at the crossroads of Europe and Asia and is situated on the banks of the Mtkvari River. Tbilisi is the economic heart of Georgia and produces almost 70 per cent of the country's GDP. The elevation of the city ranges from 380–770 metres above sea level.</p>   |
| Central State Partner Ministry of Regional Development and Infrastructure of Georgia | Other Partners | | |
| KEY CITY DEVELOPMENT ISSUES | | | |
| Despite recent initiatives with regard to traffic management including passenger information systems, improved fare systems, upgrading of urban roads and the on-going expansion of the metro, road congestion has been worsening in Tbilisi, due to increased car ownership, the poor performance and quality of the bus network, the proliferation of minibuses and unregulated taxis and poor road safety conditions. This ultimately adversely impedes the economy, accessibility to job opportunities, and the living environment. Urban development in Tbilisi requires increased focus on public transport and non-motorized transport. | | | |
| DETAILS OF COOPERATION | | Intervention Areas | |
| CDIA supported activities include: | | Source of Maps: Wikipedia.org | |
| <ul style="list-style-type: none"> Restructuring and rationalizing the bus network to set bus routes tailored to the transport demand with adequate routing, bus route typology, bus fleet, passenger capacity and level of service in line with international best practices; Fully integrate the bus network with other public transport modes including the metro and minibuses and the upgrading or creation of transfer hubs; Measures to improve the commercial speed of the bus network; Conduct conceptual studies for Bus Rapid Transit (BRT) and Tram/Light Rail options; both modes will be studied on the same corridor which will be selected following a multi-criteria analysis; Perform an itemised comparison between the BRT and Tram solutions on the selected corridor to enable sound decision making on the mode to be adopted; Prepare a parking strategy for the city. | |  <p>Present chaos at bus stops</p> | |
| EXPECTED DEVELOPMENTAL IMPACTS | |  <p>Visualization of the future BRT</p> | |
| <ul style="list-style-type: none"> The project will directly benefit the poor, as it seeks to improve mobility conditions for all and particularly for the low-income population which are main users of public transport in Tbilisi. Increasing the efficiency of the public transport system will give better accessibility to job opportunities in the Tbilisi urban area. The restructured bus network and the pilot BRT corridor will improve the environment through the adoption of clean technologies and will save energy (per passenger-km) and thereby reduce carbon dioxide emissions. | | | |
| PROJECT PERIOD | Jul 2016 – May 2017 | EXPECTED INVESTMENT FOLLOW UP | |
| CDIA SUPPORT | US\$ 500,000 | Est. infrastructure investment value | tbc |
| CITY CONTRIBUTION | US\$ 45,000 (in kind) | Potential sources of financing | |
| | | Asian Development Bank (ADB) - City Region Development Project II (SUTIP) | |