

Feasibility Study of New
Terminal Facilities in the
Georgian Ports

Project Progress Report
January 1998

REPORT COVER PAGE

Project Title	Feasibility Study of New Terminal Facilities in the Georgian Ports		
Project Number	TNREG 9603		
Country	Georgia		
	Local operator	EC Consultant	
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Date of report : January 1998
Reporting period : Project Progress Report N° 1
Author of report : HPTI-Dornier-RMG Team Poti and Batumi

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1. Project Synopsis

Project Title:	Feasibility Study of New Terminal Facilities in the Georgian Ports
Project Number:	TNREG 9603
Country:	Georgia
Project starting date:	17 July 1997 (effective date of the contract)
Project duration :	12 months (from the effective date of the contract)
Wider Objectives :	The development of modern cargo terminals in the Georgian ports which enable them to provide full port services in order to attract trade from the Traceca hinterland and elsewhere is fostered and regular, reliable shipping links between the Traceca countries and the world markets are promoted.
Specific Project Objectives :	<ul style="list-style-type: none"> - Long term recommendations for the development of the ports of Poti and Batumi, taking into account the development of traffic on the Trans-European Network as well as the Traceca routes and with special regard to the development of container traffic are given. - A feasibility study of the Port of Poti and the Port of Batumi with recommendations of investments in specialised facilities in each port, taking into account the economic advantages of specific facilities for each port and also the national economic interest of Georgia is elaborated.
Planned outputs :	<ol style="list-style-type: none"> 1. Phase <ul style="list-style-type: none"> • Existing facilities and conditions in the ports of Poti and Batumi are reviewed • A traffic forecast for both ports is elaborated • A possible establishment of cotton handling and storage facilities in one port is investigated • An outline definition of the future requirements of the ports is elaborated • An environmental impact assessment is prepared 2. Phase <ul style="list-style-type: none"> • A physical port master plan for each port is prepared • A phased investment plan is elaborated • A financial and economic analysis of the ports is developed • The organisation and the management structure are assessed 3. Phase <ul style="list-style-type: none"> • Preliminary designs and outline specifications for the identified selected developments are prepared • Advice on tariffs, fees and rental charges is given 4. Phase <ul style="list-style-type: none"> • Detailed design of the proposed first phase developments are elaborated • Tender documents are produced • Advice on and assistance in tendering, bid evaluation and contracting/purchasing procedures is given

Planned activities:

Phase 1

0. Conduct traffic potential study for rail ferry terminal and prepare tender documents
1. Review Trade, Shipping and Ports in the Black Sea
2. Elaborate Improved Traffic Forecast.
3. Identify Containerisation and Unitisation Potentials
4. Recommend Transport Connections and Opportunities and Investigate the Most Viable Route Connections between TRACECA and the TEN
5. Review the Present Facilities under Civil Engineering Aspects
6. Review the Present Facilities under Railway Engineering Aspects
7. Review the Present Facilities under Mechanical Engineering Aspects
8. Assess the Capability of Staff
9. Give Commentaries on Financial Reporting Procedures
10. Make Proposals for the Development of Cotton Storage Facilities
11. Define the Functional Requirements of the Port
12. Collect Data for the Preparation of an Outline for an Environmental impact analysis

Phase 2

1. Prepare Master Plans for the two Ports
2. Specify a Phased Development Plan
3. Prepare Cash Flow Forecasts for the priority Investments
4. Perform Economic and Financial Analysis of the Recommended Development
5. Recommend Improvements in management structures and systems
6. Improve Port Marketing
7. Assess Possible Options to Introduce and Facilitate the Entry of Private Investment in Parts of the Envisaged Port Infrastructure Development
8. Analyse Certain Factors in the Port Environment
9. Prepare an Environmental Impact Assessment of the Developments in the Ports and of Subsequent Operations

Phase 3

1. Prepare Preliminary Engineering Designs and Outline Specifications for the Principal Components of the first Phase of Recommended Development
2. Prepare Preliminary Engineering Designs for Equipment Rehabilitation and Outline Specifications for New Cargo Handling Equipment
3. Assess the Beneficiary's credit worthiness for a possible Bank loan and of possible other project finance arrangements by private investors
4. Proposes an Efficient Organisational Structure as well as Training Programmes
5. Prepare Legal documentation for private investments by concessions
6. Should the preceding work indicate the need and opportunity for a private sector investor and recommend his selection by tender process, the Consultant will prepare tender documentation for the selection of a private partner and assist in tender process finalisation

Phase 4

1. Prepare Tender Documents for the Development Project
2. Give Assistance in Procurement

2. Summary of Project Progress since the Start

In the beginning of the project a project planning workshops in Poti and Batumi have been conducted. Based on the results of these workshops the scope of work for the Consultants has been defined (compare Inception Report).

The first project period was mainly characterised by collection of data and information for the elaboration of the phase 1 report of the Port Master Plan Study.

The phase 1 report contained:

- An assessment of the existing port facilities of the ports of Poti and Batumi. Assessments were conducted under mechanical engineering aspects, civil engineering aspects and railway engineering aspects. A detailed documentation of the three assessments has been submitted in the phase 1 report.
- An analysis of the current environmental situation in the both ports. An environmental impact analysis for the future port development was prepared.
- A preliminary traffic forecast. This preliminary traffic forecast took into consideration the future development of the ferry traffic between the Ukraine and Georgia as well as traffic potential shipped by other modes of transport from and to Central Asia and Europe.
- A review of the existing organisational structure of the ports and a proposal for the organisation of a Maritime Administration.
- An assessment of the present port operations in both ports and definition of requirements for handling and storage of cotton.

The phase 1 report has been submitted simultaneously in English and Russian in November 1997.

Furthermore, a first study tour to Western European ports for senior managers and officials from the port of Poti and Batumi, from the Ministry of Transport of Georgia and the Maritime Administration has been conducted in October 1997.

In December the elaboration of the phase 2 report of the Feasibility Study started. The Consultants on location started to set up a phased development plan for the two Georgian ports. An improved traffic forecast is also under preparation. Data for a manpower survey of the management of the ports of Poti and Batumi have been collected.

Additionally, technical assistance has been given to the port management of Poti concerning different privatisation plans developed by companies and other institutions outside the port. Also, in addition to the work on the feasibility study, advice on port policy and daily port management has been given to the General Manager of the Port of Poti

3. Summary of Project Planning for the Remainder of the Project

As already mentioned in the Inception Report, this project has many interlinkages with other projects, especially with the Technical Assistance project of the GTZ, working in both ports, Poti and Batumi and with the USAID project in the port of Poti, working on similar topics. Especially concerning the USAID project close co-operation concerning port development and privatisation was sought in order to avoid double work. But it turned out that the proceedings and objectives of the Cornell Group, working for USAID and the objectives and philosophy of Tacis-Traceca differ considerably.

Consequently, results of the two teams can not easily be shared or merged, but on the contrary, a lot of time and effort has to be spent, to discuss the results and consequences of the Traceca and the USAID teams with the port management and also the Ministry of Transport.

Concerning the co-operation with the HPC team working for the GTZ, results in certain areas, especially concerning finance and accounting were found to be helpful for the present Traceca project and will be included into the Phase 2 report.

When writing the proposal for the present project, it was planned to take the "Regional Traffic Database and Forecasting Model"; of WS Atkins Consulting, as a basis for the elaboration of an improved traffic forecast. Unfortunately, it turned out the results of their traffic forecast were unrealistic due to invalid data used as a basis for the Forecasting Model. Therefore, in the Phase 1 report only a preliminary traffic forecast could be provided and the improved one will only be included into Phase 2 report.

The Phase 2 report will be submitted mid of February 1998. In the beginning of the third phase of the Feasibility Study a workshop representing the results of the previous two phases will be conducted. This workshop will give opportunity to the port managers of Poti and Batumi ports and the Ministry of Transport to discuss the results and conclusions reached so far and lead to a common understanding of the future port developments. It will be an additional source of information for the port managements, apart from the continuous information we provide them with.

Such an opportunity for discussion and clearing of possible misunderstandings we consider to be useful, due to the fact that the output of this project shall be a realistic and workable port development plan that has been understood and accepted by all involved and concerned and is considered *their* project. It shall be of a high professional standard but consummate with local conditions and possibilities.

Further in phase three of the project two more study tours to Western European ports for port managers, one for managers from the engineering and one for managers from the operations departments of the two ports are planned to take place.

4. Project Progress in the Reporting Period

In general it can be said, that the port managements in both ports have been helpful in providing data for the work of the Consultants. A good co-operation between port managements and Consultants led to satisfactory results of the first phase of the Feasibility Study. In this respect the work of the Consultants experienced no delays or hindrances. Also, considering the co-operation with the Consultants from the HPC team working for the GTZ project, a good relationship, resulting in exchange of findings and outputs could be achieved.

Some problems occurred in the course of the work in this reporting period due to the fact that the approach and the objectives of the USAID team, elaborating a privatisation plan for the Port of Poti, appeared to be different to the work of the present Traceca project. Till the end of Phase 1, which was mainly a fact finding and assessment phase, no major difficulties in the work occurred. But it soon became obvious, that the objectives and interests of the USAID project, especially concerning privatisation, oppose those of the Traceca project.

Also, some confusion about the plan of a private company regarding the container terminal in the port of Poti occurred.

In our opinion, the port should first of all develop a strategy and a port master plan, deciding on which business fields it wants to concentrate on and which parts of the port should be commercialised in a later stage and in which legal form privatised. Doing this the port must consider the impact of privatisation for the port as a whole, but also as a major economic factor in Georgia, holding a strategic position for the whole Traceca corridor.

In this respect decisions or clarifications are required from the Georgian government, regarding especially the question of responsibility of the port managers, ownership and legal status of the port. It seems to be not entirely clearly defined who and which institution is in charge of developing commercialisation or privatisation concepts for the ports and for deciding on them.

In Batumi the legal status of the Port has been changed to "State Municipality Port". According to the port management the change is legally effective. The port has with this transformation achieved the role of a landlord and owner of the port with all its property. Privatisation of the port is not on the agenda for the time being. Privatisation of parts of the port has been excluded from the plans, due to the small size of the port.

It is not anticipated that the new legal status will have a major effect on the planning and development process. This new official status only legalises already existing facts.

4.1 Review existing facilities in the Ports of Poti and Batumi

The Consultants have carried out an assessment of the existing facilities in both ports.

A railway engineer has viewed and assessed the existing railway facilities and described the conditions of rails, switches and level crossings in Poti as well as in Batumi. A detailed documentation of their condition is

presented in Annex 5 and 6 of the Phase 1 report of the present Feasibility Study. It turned out, that the condition of the railway facilities requires urgent investments and repair measures for improvement. Indications about prices have been given in the report (Vol. 3, Phase 1 report).

The cargo handling equipment has been reviewed and assessed by a mechanical engineer. He has viewed and tested the equipment in Poti and in Batumi and given indication on the value of the existing equipment as well as on the state of the equipment, indicating whether it should be repaired, scrapped or exchanged. A detailed documentation can be found in Annexes 7 and 8 of the Phase 1 report.

The terminals and constructions (excluding and underwater survey) of the two ports have been assessed by a civil engineer according to the Terms of Reference. The report on the state of the civil structures can be found in Vol. 4 of the Phase 1 report.

A phased investment plan for improvement of the facilities could not yet be elaborated, because in order to do this, first the Port Master Plans have to be finalised.

4.2 Elaborate a Traffic Forecast for both Ports

As already indicated in chapter 3 of the present report, in the beginning of the project it was expected that the "Traffic Forecast Model" would serve as a basis for an improved traffic forecast for the Georgian ports. Due to the fact, that the results of this model were unreliable, only a preliminary traffic forecast could be elaborated for the Phase 1 report. Basic data had to be collected anew, and the traffic forecast as a whole had to be newly elaborated.

In order to collect information on potential traffic to Georgia, structured interviews with freight forwarders and major integrators have been conducted in the Ukraine, Romania, Bulgaria, Turkey, Georgia and West Europe. Also, the results of existing studies and traffic forecasts of other Tacis-Traceca projects have been reviewed and integrated into the traffic forecast.

Very early in the project, a study on traffic potential for a railway ferry connecting the ports of Ilyichevsk and Poti had been carried out. The results of this study are also to be found in Vol. 2 of the Phase 1 report. Also, tender documents for the establishment of this ferry connection have been elaborated.

The improved traffic forecast, including a simulation of the potential traffic flows, will be part of Phase 2 report.

4.3 Assess the Capability of Staff

One of the tasks of the present project is the assessment of the structures of the organisations and the qualifications of their staff. In this field the Consultants took over the results of the GTZ consultants who have in their previous project already analysed the port structure. Within the present GTZ project a new organisational structure in the two ports which had been agreed after the finalisation of the first GTZ project is now in the process of being implemented. The USAID team is also analysing the existing structure and proposing on new organisational units. Their approach will be commented, if it is available to the Consultants.

As mentioned above, data for a manpower audit have been collected and a separate report on the management staff of Poti and Batumi will be delivered.

4.4 Give Commentaries on Financial Reporting Procedures

An assessment of the financial reporting procedures in the ports of Poti and Batumi has been carried out and its results are included in Vol.3 of the Phase 1 report. As mentioned in chapter 3 the output of the GTZ project proved to be very valid for the present feasibility study. Results of this work will be incorporated into the Phase 2 report.

4.5 Investigate possible establishment of cotton handling and storage facilities in one port

In the Terms of Reference special emphasis is laid on the establishment of cotton handling and storage facilities. Therefore, the Consultants defined in Phase 1 report the basic technical and constructional requirements for the handling of cotton and analysed existing storage facilities. The results can be found in Vol. 3 in Phase 1 report. Specific recommendations concerning location and capacity of storage facilities for cotton (which can also be used for other kinds of general cargo), considering the potential cotton traffic, will be given in the Port Master Plan within Phase 2 report.

4.6 Elaborate an outline definition of the future requirements of the ports

During the first phase of the present project, mainly an assessment of the existing port facilities and performance took place. Also, a preliminary traffic forecast has been elaborated. As already mentioned above the traffic forecast could not be finalised in the first phase of the Feasibility Study. Therefore, only first outlines of future developments could be given in the first phase. During phase 2, the future requirements concerning cargo handling equipment, infrastructure and terminal facilities are being elaborated and defined. A detailed definition will be given in Phase 2 report.

4.7 Collect Data for the Preparation of an Outline for an Environmental impact analysis

According to the Terms of Reference a data collection regarding the existing environmental situation in the ports and the legal requirement on the environmental sector has been carried out. In phase 2 of the Feasibility Study the proposed future development plans and their environmental impact are being analysed. The results of the data collection and the preparation of an environmental impact analysis are documented in Vol. 5 of the Phase 1 report.

4.8 Management Assistance

From the beginning of the project the Tacis-Traceca team has been confronted with various activities in the port of Poti like plans for privatisation of parts of the ports or related activities like e.g.

- Lease contract for Berth N° 6 to a Joint Venture company
- Sealands attempts to establish a container handling monopoly in the port
- Issues concerning the rehabilitation of the breakwater and disposal of wrecks in the port area
- USAID's proposal to sell 51% of the port to private investors

- The interests of a shipyard to build a private terminal for cargo handling
- The grain terminal project

In all these cases assistance was given to the General Manager of the port and other port managers. This assistance includes workouts, participation in meetings in Poti and Tbilisi, comments on contract proposal and participation in negotiations.

Additionally, assistance is required in the daily port business and regarding port development. These tasks have been fulfilled in addition to the work defined in the Terms of Reference. It was necessary to take over these tasks in order to elaborate a realistic port development plan, meeting the requirements of the port and considering the most current developments in the port sector in Georgia.

5. Project Planning for the Next Period

We propose to amend the time schedule for the project regarding the review time foreseen between two phases of the project. We propose to shorten this time to three weeks between Phase 2 and Phase 3 in order to finish the project within the contract duration.

Basically the plan of work included in the inception report is still valid.

Regarding the rehabilitation and development in both ports agreements have been reached with the port managements.

For Batumi the following steps have agreed to focus on:

- Slowly decrease the direct delivery system of cargo handling
- Demolish obsolete and unprofitable installations in order to gain space for shed and open storage areas
- Relocate and enlarge the ports railway marshalling yard
- Construct a Multi Purpose Terminal in the area of berth N° 4 - 5
- Establish container handling facilities
- Upgrade the railway system
- Level the railway system with the apron and pave the area for free access by mobile handling equipment

In Poti agreement has been reached about the future extension area of the port where a future new container terminal can be constructed.

For the short term development it was agreed that the existing container handling area should be rehabilitated and extended. For this development the area behind berth 7 and berths 5 and 6 are foreseen. Also, it is planned to remove one railway line at the apron. These measures are proposed to be taken in order to ease the existing bottleneck concerning container handling and to cope in short term with the expected traffic volumes.

In the longer run, it is necessary to construct a new terminal. The planned location for this new terminal is an area owned by the port and situated north of the present port territory.

The tender documents to be elaborated in Phase 3 of this project will concentrate on the investments proposed to be made in the first development phase.

As mentioned in Chapter 4, other consultancy groups (USAID and HPC) are presently elaborating proposals for the privatisation of the Port of Poti. These proposals are in the case of USAID promoted aggressively. The philosophy behind their proposals differs from the one being favoured by Takis-Traceca. The evaluation of these proposals consume considerable time and also lead frequent discussions with the different parties involved.

In Batumi some port managers still favour the construction of a rail ferry terminal. The Consultants have voiced their opinion that a comprehensive viability study including modern cash flow considerations should be

conducted first in order to avoid investments which will not create a sufficient return of investment. Also, it has to be taken into consideration that a rail ferry terminal is currently being established in Poti.

FORM 2.2.: PROJECT PROGRESS REPORT

Project title : Feasibility Study of New Terminal Facilities in the Georgian Ports	Project number : TNREG 9603	Country : Georgia	Page :											
Planning period : 30.01. - 17.07.1998	Prepared on : 30 January 1998													
Project objectives :														
No	ACTIVITIES IMPLEMENTED	TIME FRAME		INPUTS		EQUIPMENT AND MATERIAL	OTHER							
		1998		PERSONNEL										
Time Frame (months)		1	2	3	4	5	6	7	Counterpart					
									Planned	Used				
									EC Consultant + Locals					
									Planned	Used				
1.	Phase 1: Review and Forecasting (1997)								851	697	63	63	Office equipment: 2 fax, 2 phone, e-mail 4 computer, 2 copier, 4 A4 printer, 2 A3 printer, 2 project cars	Flights Europe - Georgia Flights NIS Flights Brussel
2.	Phase 2: Port Master Planning	xxxx							704	451	65	45		
3.	Phase 3: Preliminary Design and Outline Specifications for Tender Documents			xx	xxxx	xx			542	0	60	0		
4.	Phase 4: Detailed Design and Production of Tender Documents						xxx	xxx	325	0	30	0	2 Moderation Boards Workshop materials	3 Study Tours for port managements
		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL		TOTAL		
		2422	Days		1148	Days		218	days		108	days		40flights +13 NIS Flights +21 Study Tour flights



FORM 2.3: RESOURCE UTILISATION REPORT

Project Title: Feasibility Study of New Terminal Facilities in the Georgian Ports		Project Number: TNREG9603		Country: Georgia		Page: 2.3 / 1	
Period: 17.07.97 - 30.01.98		Prepared on 30 January 1998					
Project Objectives: The development of modern cargo terminals in the Georgian ports which enable them to provide full port services in order to attract trade from the Traceca hinterland is fostered and elsewhere and regular, reliable shipping links between the Traceca countries and the world markets are promoted							
RESOURCES/INPUTS	TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED	AVAILABLE FOR REMAINDER		
PERSONNEL							
Port Development Expert 1	221 days	112 days	159 days	159 days	62 days		
Port Development Expert 2	173 days	112 days	138 days	138 days	35 days		
Port + Shipping Economist	92 days	77 days	67 days	67 days	25 days		
Transport Economist	102 days	102 days	102 days	102 days	0		
Cargo Handling Equipm. Ex.	87 days	42 days	42 days	42 days	45 days		
Procurement Expert	25 days	0	0	0	25 days		
Environmental Expert	70 days	55 days	55 days	55 days	15 days		
Financial Analyst	98 days	28 days	28 days	28 days	70 days		
Financial + Accounting Exp.	70 days	44 days	44 days	44 days	26 days		
Privatisation Expert	62 days	0	0 days	0 days	62 days		
Legal Expert	56 days	0	0 days	0 days	56 days		
Railway Expert	28 days	28 days	28 days	28 days	0		
Human Resources Expert	14 days	14 days	14 days	14 days	0		
LogFrame Moderator	21 days	12 days	11 days	11 days	10 days		
Civil Engineer 1	225 days	61 days	59 days	59 days	166 days		
Civil Engineer 2	111 days	15 days	18 days	18 days	93 days		
Study Tour Expert	55 days	22 days	22 days	22 days	33 days		
Team Management	205 days	110 days	109 days	109 days	96 days		
Sub-total	1715 days	833 days	896 days	896 days	819 days		
Local Economist	140 days	80 days	94 days	94 days	46 days		
Local Finance Expert	196 days	80 days	92 days	92 days	104 days		
Local Marketing Expert	70 days	10 days	22 days	22 days	48 days		
Local Banking Expert	84 days	0 days	0 days	0 days	84 days		
Local Legal Expert	182 days	40 days	0 days	0 days	182 days		
Local Business Planning Exp.	70 days	5 days	0 days	0 days	70 days		
Local Training (HR) Expert	98 days	44 days	44 days	44 days	54 days		
Sub total	840 days	259 days	252 days	252 days	588 days		
Interpreter	875 days	564 days	560 days	560 days	315 days		
Driver	528 days	224 days	196 days	196 days	332 days		
Secretary	528 days	224 days	100 days	100 days	428 days		
Sub-total	1931 days	1012 days	856 days	856 days	1075 days		
TOTAL	4486 days	2104 days	2004 days	2004 days	2482 days		

Project Title: Feasibility Study of New Terminal Facilities in the Georgian Ports		Project Number: TNREG9603		Country: Georgia		Page: 2.3 / 2	
Period: 17.07.97 - 30.01.98		Prepared on 30 January 1998		EC Consultant: HPTI-Dornier-RMG Consortium			
Project Objectives: The development of modern cargo terminals in the Georgian ports which enable them to provide full port services in order to attract trade from the Traceca hinterland is fostered and elsewhere and regular, reliable shipping links between the Traceca countries and the world markets are promoted							
RESOURCES/INPUTS	TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED	AVAILABLE FOR REMAINDER		
EQUIPMENT + MATERIAL							
Personal Computer	4 PCs	4 PCs	4 PCs	4 PCs	0		
Laser Printer	2 Laser Printer	2 Laser Printer	2 Laser Printer	2 Laser Printer	0		
Ink Jet Printer	4 Ink Jets	4 Ink Jets	4 Ink Jets	4 Ink Jets	0		
Fax machine	2 Fax machines	2 Fax machines	2 Fax machines	2 Fax machines	0		
Photocopy machine	2 Photocopy machines	2 Photocopy machines	2 Photocopy machines	2 Photocopy machines	0		
Project car	2 Project cars	2 Project cars	2 Project cars	2 Project cars	0		
Metaplan moderation boards	8 moderation boards	8 moderation boards	8 moderation boards	8 moderation boards	0		
Moderation material	1 set of moderation material	1 set of moderation material	1 set of moderation material	1 set of moderation material	0		

FORM 2.4 : OUTPUT PERFORMANCE PLAN

Project title : Feasibility Study of New Terminal Facilities in the Georgian Ports		Country : Georgia		Page: 2.4 /1	
Prepared on : 30 January 1998		Project number : TNREG9603		EC Consultant : HPTI-Dornier-RMG Consortium	
Output results	Deviation Original Plan + or - %	Reason Deviation	Constraints, Remarks and Assumptions C/A		
Phase 1					
0. Conduct traffic potential study for rail ferry terminal and prepare tender documents	0	The planned basis for the traffic forecast was not available with reliable data, therefore the Consultants had to collect more data than foreseen when defining their tasks and the time frame. (For details compare Table 1.5a)	For Phase 1 <ul style="list-style-type: none"> • Port management agrees on work plan • Recruit local experts • Arrange set up of the team on location • Make available all relevant reports 		
1. Trade, Shipping and Ports in the Black Sea are Reviewed	0				
2. An Improved Traffic Forecast is Available.	-5 %				
3. Containerisation and Unitisation Potentials are identified	-10 %				
4. Transport Connections and Opportunities are Investigated and The Most Viable Route Connections between TRACECA and the TEN is Recommended	0				
5. The Present Facilities are Reviewed under Civil Engineering Aspects	0				
6. The Present Facilities are Reviewed under Mechanical Engineering Aspects	0				
6 A The Present Facilities are Reviewed under Railway Engineering Aspects	0				
7. The Capability of Staff is Assessed	-10 %				
8. Commentaries on Financial Reporting Procedures are given	0				
9. Proposals for the Development of Cotton Storage Facilities are Made	0				
10. The Functional Requirements of the Port are Defined					
11. The Data for the Preparation of an Environmental impact analysis are Collected	0				



Feasibility Study of New Terminal Facilities in the Georgian Ports
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Project title : Feasibility Study of New Terminal Facilities in the Georgian Ports		Country : Georgia	Page : 2.4 / 2
Prepared on : 30 January 1998		Project number : TNREG9603	EC Consultant : HPTI-Dornier-RMG Consortium
Output results	Deviation Original Plan + or - %	Reason for Deviation	Constrains, Remarks and Assumptions C/A
Phase 2			
1. The Master Plans for the two Ports are Prepared	0		For Phase 2 <ul style="list-style-type: none"> Port management and other relevant authorities accept the proposed concept of the port master plans (For details compare Table 1.5a)
2. A Phased Development Plan is Specified	0		
3. Cash Flow Forecasts for the priority Investments are Prepared	0		
4. Economic and Financial Analysis of the Recommended Development is Performed	0		
5. Improvements in management structures and systems are recommended	0	Co-operation with the experts of the GTZ project, who are currently implementing a new structure Co-operation with GTZ team	
6. Port Marketing is Improved	0		
7. Possible Options to Introduce and Facilitate the Entry of Private Investment in Parts of the Envisaged Port Infrastructure Development are Assessed	+25 %	Evaluating, recommending and assisting port management in simultaneously running projects, feasibility studies or commercial interests	
8. Certain Factors in the Port Environment are Analysed	0		
9. An Environmental Impact Assessment of the Developments in the Ports and of Subsequent Operations is Prepared	0		



Feasibility Study of New Terminal Facilities in the Georgian Ports
Project Progress Report N° 1

Project title : Feasibility Study of New Terminal Facilities in the Georgian Ports Prepared on : 30 January 1998		Project number : TNREG9603	Country : Georgia EC Consultant : HPTI-Dornier-RMG Consortium	Page : 2.4 / 3
Output results Phase 3	Deviation Original Plan + or - %	Reason for Deviation	Constrains, Remarks and Assump- tions C/A	
<ol style="list-style-type: none"> 1. Preliminary Engineering Designs and Outline Specifications for the Principal Components of the first Phase of Recommended Development are Prepared 2. Preliminary Engineering Designs for Equipment Rehabilitation and Outline Specifications for New Cargo Handling Equipment are Prepared 3. Assessment of the Beneficiary's credit worthiness for a possible Bank loan and of possible other project finance arrangements by private investors 4. An Efficient Organisational Structure as well as Training Programmes are Proposed 5. Legal documentation for private investments by concessions is prepared 6. Should the preceding work indicate the need and opportunity for a private sector investor and recommend his selection by tender process, the Consultant will prepare tender documentation for the selection of a private partner and assist in tender process finalisation Phase 4				
<ol style="list-style-type: none"> 1. Tender Documents for the Development Project are Prepared 2. Assistance in Procurement is Given 				

Form 1.6. PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project title : Feasibility Study of New Terminal Facilities in the Georgian Ports		Project number : TNLREG 9603		Country : Georgia		Page :											
Planning period : 30.01. - 17.07.1998		Prepared on : 30 January 1998		EC Consultant : HPTI-Dornier-RMG Consortium.													
Project objectives : The development of modern cargo terminals in the Georgian ports which enable them to provide full port services in order to attract trade from the Traceca hinterland is fostered and elsewhere and regular, reliable shipping links between the Traceca countries and the world markets are promoted																	
TIME FRAME																	
1997/1998 (months)																	
No	ACTIVITIES	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	PERSONNEL	COUNTERPART	EQUIPMENT AND MATERIAL	OTHER
Phase I																	
3	An Improved Traffic Forecast is Available							xx						14 weeks		Project Total 4 PC 2 Laser Printer	
4	Containerisation and Unitisation Potentials are identified							x						2 weeks		2 A3 Colour Printer	
5	Transport Connections and Opportunities are Investigated and The Most Viable Route Connections between TRACECA and the TEN is Recommended							x	xx					5 weeks		2 A4 Colour Printer	
11	The Functional Requirements of the Port are Defined								xx					10 weeks			
Phase II																	
1	The Master Plans for the two Ports are Prepared							xxx	x					18 weeks			
2	A Phased Development Plan is Specified							xxx	x					6 weeks			
3	Cash Flow Forecasts for the priority Investments are Prepared							xxx	x					6 weeks			
4	Economic and Financial Analysis of the Recommended Development is Performed							xxx	x					6 weeks			
5	Improvements in management structures and systems are recommended							xxx	x					7 weeks			
6	Port Marketing is Improved							xxx	x					5 weeks			
7	Possible Options to Introduce and Facilitate the Entry of Private Investment in Parts of the Envisaged Port Infrastructure Development are Assessed							xxx	x					6 weeks			



Feasibility Study of New Terminal Facilities in the Georgian Ports
Project Progress Report N° 1

8	Certain Factors in the Port Environment are Analysed																		4 weeks	
9	An Environmental Impact Assessment of the Developments in the Ports and of Subsequent Operations is Prepared																		5 weeks	

ACTIVITIES	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	EC Consultant	Counterpart
III 1	Preliminary Engineering Designs and Outline Specifications for the Principal Components of the first Phase of Recommended Development are Prepared								xx	xxxx	xx			22 weeks	
2	Preliminary Engineering Designs for Equipment Rehabilitation and Outline Specifications for New Cargo Handling Equipment are Prepared								xx	xxxx	xx			5 weeks	
3	Assessment of the Beneficiary's credit worthiness for a possible Bank loan and of possible other project finance arrangements by private investors								xx	xxxx	xx			5 weeks	
4	An Efficient Organisational Structure as well as Training Programmes are Proposed								xx	xxxx	xx			16 weeks	
5	Legal documentation for private investments by concessions is prepared								xx	xxxx	xx			15 weeks	
6	Should the preceding work indicate the need and opportunity for a private sector investor and recommend his selection by tender process, the Consultant will prepare tender documentation for the selection of a private partner and assist in tender process finalisation								xx	xxxx	xxxx			6 weeks	
IV 1	Tender Documents for the Development Project are Prepared											xxxx	xx	26 weeks	
2	Assistance in Procurement is Given											xxxx	xx	7 weeks	
TOTAL														246 weeks	



Feasibility Study of New Terminal Facilities in the Georgian Ports
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TABLE 1.4a

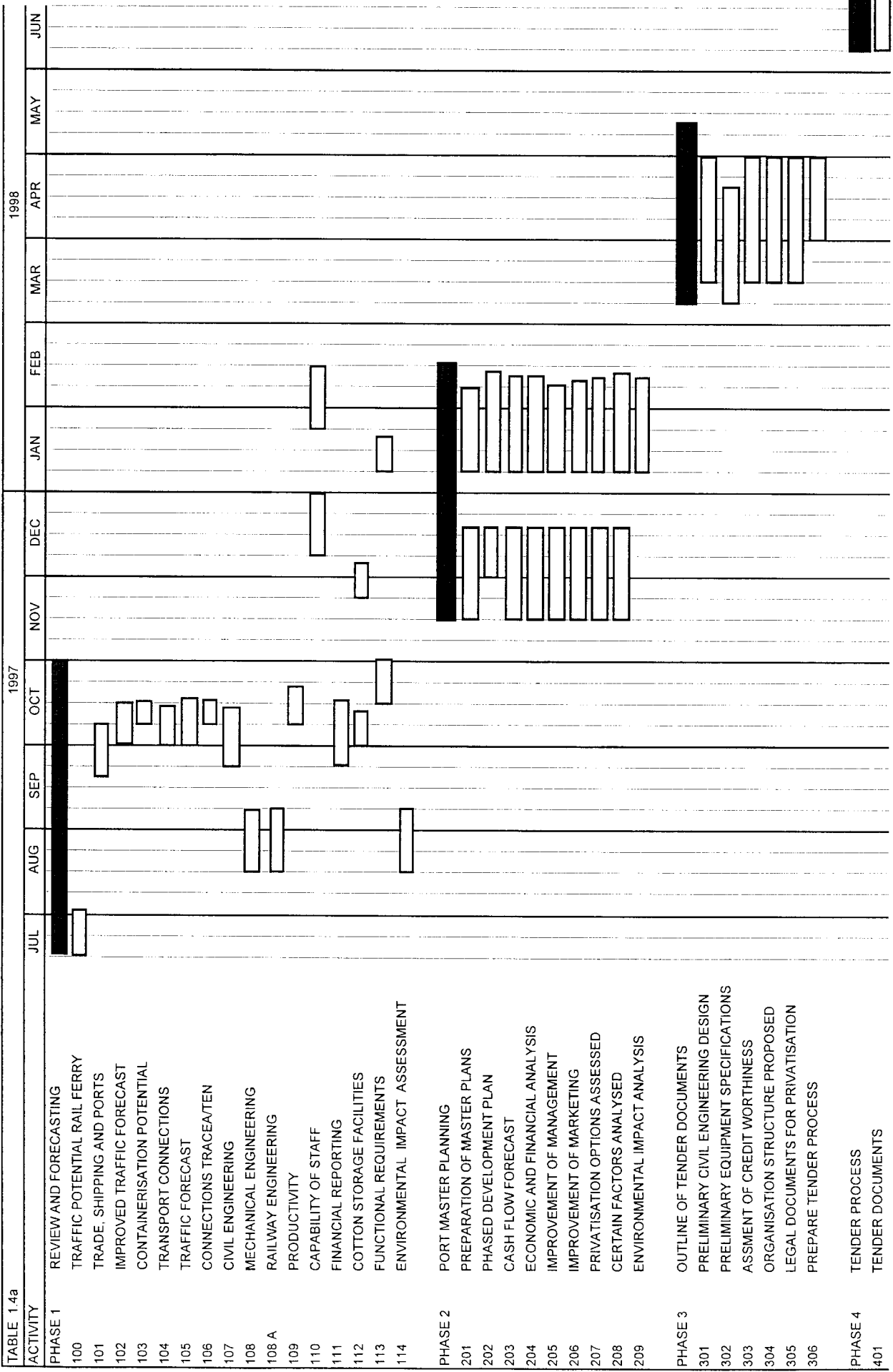


Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframes/ Milestones	Remarks
Table 5a: Working Plan			
Phase 1: Review and Forecasting			
100 Traffic potential study for rail ferry terminal is prepared and tender documents elaborated		Aug. 6 -Oct. 31, 1997	propose shortening of review phase (Nov. 1 -Nov. 15)
101 Trade, Shipping and Ports in the Black Sea are Reviewed	<ul style="list-style-type: none"> • Port and Shipping Economist • Marine expert • Transport Economist • Port Development Experts • Transport Economist • Port and Shipping Economist • Operations Expert (for Ferry Facilities) • Local Economist (1) 	Completed	
101.1 Perform a review of previous studies, and of trade, shipping and ports in the Black Sea		completed October 1997	<ul style="list-style-type: none"> • Local Economist to be recruited • team on location • prepare questionnaires • arrange translation • make definite visit arrangements • contact representatives in advance • arrange visa • include infos for act. 103 in the questionnaires and structured interview
102.2 Interview representatives of the maritime industry of the Black Sea ring		completed	
102.3 Validate findings and verify conditions by site visits to ports in the Black Sea			
102.4 Determine the competitive environment of the Georgian ports			
102 An Improved Traffic Forecast is Available			
102.1 Analyse historical data		Phase 2 Report	
102.2 Prepare an economic evaluation of the country	<ul style="list-style-type: none"> • Transport Economist • Port and Shipping Economist • Local Economist • Transport Economist • Port Development Experts 	completed	<ul style="list-style-type: none"> • review World Bank Handbook • deduct information from structured interviews • update forecast in Phase 2
102.3 Update the TRACECA traffic forecast		completed	
102.4a Development of structured questionnaire		completed	
102.4 Evaluate the country's natural (land and sea) hinterland and analyse economic activities as well as the transport systems there		completed	
102.5 Conduct structured interviews with major existing and potential shippers	<ul style="list-style-type: none"> • Transport Economist • Port and Shipping Economist • Local Economist (2) 	completed	<ul style="list-style-type: none"> • receive input from 101
102.6 Investigate potential new trade			
102.7 Prepare an improved traffic forecast			

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>103 Containerisation and Unitisation Potentials are identified</p> <p>103.1 Examine ferry facilities in other ports</p> <p>103.2 Determine traffic patterns for feeder and liner services</p> <p>103.3 Review availability of shipping</p> <p>103.4 Analyse container and unitisation potential of cargo</p>	<ul style="list-style-type: none"> • Transport Economist • Port and Shipping Economist • Local Transport Specialist 	<p>Completed, final results in Phase 2 report</p>	<ul style="list-style-type: none"> • Input: Outcome from 101.2, 101.3 & 102.5
<p>104 Transport Connections and Opportunities are Investigated</p> <p>104.1 Design the total unit cost structure for the different commodities</p> <p>104.2 Perform the cost simulation</p> <p>104.3 Evaluate the cost simulation results for the different commodities</p> <p>104.4 Recommend the most viable route connections between TRACECA and the TEN</p> <p>104.5 Identify alternative transport routes</p>	<ul style="list-style-type: none"> • Transport Economist • Transport Simulation Expert • Local Economist 	<p>completed Final version in phase 2 report</p>	<ul style="list-style-type: none"> • make a list of alternative routes • reference to Baku study • simulation study • cargo potential study (rail ferry) • results of act. 106 • TRACECA studies
<p>105 Traffic Forecasts are Prepared</p> <p>105.1 Prepare short, medium and long-term forecasts</p> <p>105.2 Identify the cargo potential for each port</p>	<ul style="list-style-type: none"> • Transport and Shipping Economist 	<p>completed, final version Phase 2 report</p>	<ul style="list-style-type: none"> • Summary from activities 101-104 • Results from activities 101-104

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>106 The Most Viable Route Connections between TRACECA and the TEN is Recommended</p> <p>106.1 Model the multimodal transport simulation model</p> <p>106.2 Collect and select data of representative relations and their volumes</p> <p>106.3 Simulate alternatives</p> <p>106.4 Evaluate simulation results</p> <p>106.5 Recommendations for the most viable route connections between TRACECA and the TEN</p>	<ul style="list-style-type: none"> • Transport Economist (106.2-5) • Simulation Expert (106.1-4) • Transport and Shipping Economist (106.2) • Port Development Expert (106.2) • Local Economist (106.2) 	<p>prepared, complete version phase 2 report</p>	<ul style="list-style-type: none"> • conduct 50 interviews with major forwarders • major shipping companies • major integration • reference to outcomes of 101.2 & 3, 102.4 and 104.4, and custom records of shipping agencies • pre-model to be updated and finalised in Phase 2 • preliminary comparison of alternatives - to be updated in Phase 2
<p>107 The Present Facilities are Reviewed under Civil Engineering Aspects</p> <p>107.1 Prepare a topographical survey of the main parts of the ports</p> <p>107.2 Conduct a condition survey on civil installations and identify reasons for condition deficits</p> <p>107.3 Conduct topographical surveys of the ports</p> <p>107.4 Appraise the adequacy of the utilities</p> <p>107.5 Review the navigational conditions of the ports</p>	<ul style="list-style-type: none"> • Civil Engineer • Local Civil Engineer • Chief Engineer • Head of Development • Harbour Master 	<p>Completed</p> <p>107.1 partly existing</p>	<ul style="list-style-type: none"> • review existing topographical survey and verify it

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>108 The Present Facilities are Reviewed under Mechanical Engineering Aspects</p> <p>108.1 Make an inventory of all cargo handling equipment and mechanical engineering installations of the ports</p> <p>108.2 Conduct a condition survey on cargo handling equipment and identify reasons for condition deficits</p> <p>108.3 Specify repairs and necessary improvements</p>	<ul style="list-style-type: none"> • Cargo Handling Equipment Expert 	Completed	
<p>108.A The present facilities are reviewed under railway engineering aspects</p> <p>108.1 Make an inventory of all railway installations in both ports</p> <p>108.2 Identify reasons for conditions deficits</p> <p>108.3 Specify repairs and necessary improvements</p>	<ul style="list-style-type: none"> • Railway Expert 		
<p>109 The Productivity of the Port is Estimated</p> <p>109.1 Analyse the present port performance</p> <p>109.2 Estimate the productivity of the port</p>	<ul style="list-style-type: none"> • Port Development Expert • Director of Operations 	Completed	<ul style="list-style-type: none"> • Analyse results of the GTZ project concerning port performance • Give overview of existing reports to Finance and Accounting Expert
<p>110 (new) The Capability of Staff is Assessed</p> <p>110.1 Conduct a manpower audit</p>	<ul style="list-style-type: none"> • HRD Expert • Local Expert 	Manpower Audit transferred to Phase 2	<ul style="list-style-type: none"> • manpower audit for management level • refer to work of GTZ/HPC project • refer to work of USAID experts • provide information on organisation and staff to Financial and Accounting Expert

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>111 Commentaries on Financial Reporting Procedures are given</p> <p>111.1 Comment on financial reporting procedures and controls, traffic statistics, general planning data</p>	<ul style="list-style-type: none"> Financial and Accounting Expert Local Accounting Expert 	Completed	<ul style="list-style-type: none"> Outputs: <ul style="list-style-type: none"> Overview of existing reports and statistics Overview of planning and control requirements Overview of necessary changes close co-operation with GTZ/HPC project which takes care of this topic in detail - recruit Local Finance Expert
<p>112 Proposals for the Development of Cotton Storage Facilities are Made</p> <p>112.1 Review of Traceca Cotton Study</p> <p>112.2 Preparation of Project Information Memorandum</p> <p>112.3 Project Information Memorandum Advertising</p>	Port Development Expert Local Legal Expert	Completed	<ul style="list-style-type: none"> required: <ul style="list-style-type: none"> infos on cotton trade infos on requirements for cotton storage from Hamburg infos from 101
<p>113 The Functional Requirements of the Port are Defined</p>	<ul style="list-style-type: none"> Port Development Expert 	preliminary report: Oct. 97, to be finalised in Phase 2	<ul style="list-style-type: none"> infos from 101 start discussion on functional requirements outline of operational methods and requirements for future development
<p>114 The Data for the Preparation of an Outline for an Environmental impact analysis are Collected</p> <p>114.1 Review previous studies</p> <p>114.2 Review the national legal and administrative framework</p> <p>114.3 Analyse the present environmental situation in the area of the two ports</p> <p>114.4 Conduct a scooping exercise</p> <p>114.5 Analyse the present socio-economic environment</p>	<ul style="list-style-type: none"> Environmental Expert 	Completed	

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>Phase 2 Port Master Planning</p> <p>201 The Master Plans for the two Ports are Prepared</p> <p>201.1 Recommend zoning for land use</p> <p>201.2 Investigate access and circulation patterns for maritime, road and rail traffic</p> <p>201.3 Specify locations and conceptual outlines of port facilities</p> <p>201.4 Prepare land-use plan for shore line and other competing land uses</p> <p>201.5 Prepare a work plan for continuous operations during construction</p> <p>201.6 Investigate the installation of a wagon cleaning facility</p> <p>201.7 Develop a strategy concerning port development</p>	<ul style="list-style-type: none"> • Port Development Expert • Transport Economist • Port and Shipping Economist • Civil Engineer • Cargo Handling Equipment Expert • Port Development Department • Operations Department • Local Economist (1) 	<p>Nov. 15 - Dec. 15 Jan 8 - Feb 15</p> <p>Phase 2 report</p> <p>Nov. 97- Jan. 98</p> <p>Report to be completed on 15 February, 98</p> <p>Strategy development started in Phase 1</p>	<p>propose to shorten of review phase for Phase 2 (Feb 15 - Mar 8, 1998)</p> <ul style="list-style-type: none"> • receive inputs from Phase 1 • Define requirements for outside rail/road system
<p>202 A Phased Development Plan is Specified</p> <p>202.1 Elaborate a phased development plan</p> <p>202.2 Develop cost estimates for the first development phases</p> <p>202.3 Identify priority investments</p>	<ul style="list-style-type: none"> • Port Development Experts • Civil Engineer • Cargo Handling Equipment Expert • Financial Analyst • Local Costs Engineer (Estimator) 	<p>Dec. 1-20 Jan 8- Feb 15</p>	<ul style="list-style-type: none"> • parallel to 201

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>203 Cash Flow Forecasts for the Priority Investments are Prepared</p> <p>203.1 Evaluate the financial terms of the investment</p>	<ul style="list-style-type: none"> Financial Analyst 	<p>Nov. 97-Jan. 98</p>	
<p>204 Economic and Financial Analysis of the Recommended Development is Performed</p> <p>204.1 Design cost/benefit and financial analysis</p> <p>204.2 Collection of Data</p> <p>204.3 Execute cost/benefit and financial analysis</p> <p>204.4 Evaluate the results and recommend further activities</p>	<ul style="list-style-type: none"> Financial Analyst 	<p>Nov. 97 - Feb. 98</p>	<ul style="list-style-type: none"> link up with Accounting Expert
<p>205 Improvements in management structures and systems are recommended</p> <p>205.1 Propose efficient port management organisational structures</p> <p>205.2 Suggest a new organisation for maintenance and repair</p> <p>205.3 Advise on statistics and cost accounting</p>	<ul style="list-style-type: none"> Port Development Experts Cargo Handling Equipment Experts Financial and Accounting Expert 	<p>205.1: to Jan 31, 98, structure developed by GTZ project being implemented</p> <p>205.2: Feb. 98</p> <p>205.3: Nov. 97 - Feb. 98</p>	<ul style="list-style-type: none"> input from GTZ/HPC input from USAID input from 201
<p>206 Port Marketing is Improved</p> <p>206.1 Identify the ports' customers</p> <p>206.2 Prepare a marketing plan</p>	<ul style="list-style-type: none"> Port Development Expert HRD Expert Local Marketing and Business Development Expert 	<p>Nov. 97 - Feb. 98</p>	<ul style="list-style-type: none"> refer to 101: results of the ports and customer visits' questionnaires serve as a basis for definition of efficient marketing activities

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>207 Possible Options to Introduce and Facilitate the Entry of Private Investment in Parts of the Envisaged Port Infrastructure Development are Assessed</p> <p>207.1 Recommend private sector involvement</p> <p>207.2 Identify the success factors and barriers for the assessment of the options for privatisation</p> <p>207.3 Identify and project potential private sector investment projects for both ports</p> <p>207.4 Validate the project for the defined private sector investments</p> <p>207.5 Assess the best fitting privatisation projects</p> <p>207.6 Mobilise investors</p>	<ul style="list-style-type: none"> • 207.1.-207.7: Port Development Experts • Port Management • 207.2.-207.7.: Privatisation Expert • Port Management 	<p>preliminary results from Phase 1</p> <p>Nov. 97 - Feb. 98</p>	<ul style="list-style-type: none"> • refer to: <ul style="list-style-type: none"> • GTZ/HPC study on privatisation • USAID study • Inputs from 201 • Co-operation with: <ul style="list-style-type: none"> • HPC • USAID
<p>208 Certain Factors in the Port Environment are Analysed</p> <p>208.1 Analyse customs procedures and other ancillary services</p> <p>208.2 Advise on Public participation</p>	<ul style="list-style-type: none"> • Port Development Experts • all other experts • Local Legal Expert 	<p>208.1.: Nov.97 - Feb. 98</p> <p>208.2.: Feb. 98</p>	<ul style="list-style-type: none"> • Conduct information meeting with local authorities
<p>209 An Environmental Impact Assessment of the Developments in the Ports and of Subsequent Operations is Prepared</p> <p>209.1 Identify beneficial or adverse environmental impacts associated with both the construction and operational stages of the port facilities</p> <p>209.2 Assess impacts on water quality</p> <p>209.3 Assess air quality and noise impacts</p> <p>209.4 Assess any socio-economic impacts</p> <p>209.5 Propose alternatives and mitigating measures</p>	<ul style="list-style-type: none"> • Environmental Expert 	<p>Transferred to Phase 3</p>	

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>Phase 3 Preliminary Design and Outline for Tender Documents</p>		<p>March 8 - May 10</p>	
<p>301 Preliminary Engineering Designs and Outline Specifications for the Principal Components of the first Phase of Recommended Development are Prepared</p> <p>301.1 Prepare preliminary design 301.2 Prepare drawings and specifications 301.3 Decide about surveys 301.4 Compile Design Report</p>	<ul style="list-style-type: none"> • Civil Engineer • Local Cost Engineer 	<p>Nov. 97 drawing / report until May 1</p>	<ul style="list-style-type: none"> • Inputs from: <ul style="list-style-type: none"> • Cargo handling equipment engineer • Environmental Expert • Port Development Experts • refer to 107 (for topographical survey)
<p>302 Preliminary Engineering Designs for Equipment Rehabilitation and Outline Specifications for New Cargo Handling Equipment are Prepared</p> <p>302.1 Prepare outline specifications for cargo handling equipment 302.2 Produce preliminary design specifications for equipment rehabilitation 302.3 Develop financial requirements for repairs, improvements and maintenance</p>	<ul style="list-style-type: none"> • Cargo Handling Equipment Expert • Procurement Expert 	<p>report until April 20</p>	

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>303 Assessment of the Beneficiary's credit worthiness for a possible Bank loan and of possible other project finance arrangements by private investors.</p> <p>303.1 Analyse the financial position of the port 303.2 Develop financial projections 303.3 Advise on a tariff structure for the ports' services 303.4 Proposed statistical information system</p>	<ul style="list-style-type: none"> • 301.3.and 303.2: Financial Analyst • 303.3.: Port Development Expert Batumi • 303.4.: Finance and Accounting Expert 	<p>303.1. and 303.2.: until April 20 303.3.: until March 31 303.4.: until May 1</p>	<ul style="list-style-type: none"> • refer to results from Phase 1 and 2 • link with GTZ/HPC project • close co-operation with HPC
<p>304 An Efficient Organisational Structure as well as Training Programmes are Proposed</p> <p>304.1 Set up an efficient organisational structure 304.2 Design training programmes</p>	<ul style="list-style-type: none"> • Port Development Experts • HRD Expert 	<p>until May 1</p>	<p>see 3.5 for possible changes</p>
<p>305 Legal documentation for private investments by concessions is prepared</p> <p>305.1 Establish the present legal status of the ports 305.2 Prepare legal documents 305.3 Advise on the possible future legal status of the ports 305.4 Facilitate discussions with concerned parties on the future legal status of the ports</p>	<ul style="list-style-type: none"> • Legal Expert • Local Legal Expert • Local Business Planning Expert 	<p>until May 1</p>	<ul style="list-style-type: none"> • close co-operation with GTZ project • consider results of USAID

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
<p>306 Should the preceding work indicate the need and opportunity for a private sector investor and recommend his selection by tender process, the Consultant will prepare tender documentation for the selection of a private partner and assist in tender process finalisation</p>			
<p>306.1 Prepare documentation for the decision to tender</p>	<ul style="list-style-type: none"> • Port Development Expert 	<p>until May 1</p>	
<p>306.2 Prepare tender documents and other documentation for negotiations with private investors</p>	<ul style="list-style-type: none"> • Privatisation Expert • Ports Management • Local Legal Expert 		
<p>306.3 Assist in tender process finalisation</p>			

Table 1.5a: Working Plan for the Feasibility Study of the Ports of Poti and Batumi

Outputs/Activities	Responsibility	Timeframe/ Milestones	Remarks
Phase 4: Detailed Design and Production of Tender Documents		June 6 - July 17, 1998	
401 Tender Documents for the Development Project are Prepared 401.1 Prepare tender documents			<ul style="list-style-type: none"> • activities to be planned according to results of Phase 1-3
402 Assistance in Procurement is Given 402.1 Assist in tendering procedures 402.2 Assist in the evaluation process 402.3 Establish an investment project co-ordination unit 402.4 Monitor budget compliance of investment projects			<ul style="list-style-type: none"> • activities to be planned according to results of Phase 1-3

