

TERMS OF REFERENCE FOR THE Coastal Zone Spatial Development Plan of Georgia

A. Introduction

1. Georgia is part of the South Caucasus, located between Eastern Europe and Western Asia, and between the Black Sea and the Caspian Sea. The coastline of Georgia is 310 km long, of which 200 are in the Autonomous Republic of Abkhazia, and the rest is located in the Samegrelo-Zemo Svaneti and Guria regions, as well as in the Autonomous Republic of Adjara further south. The coast has always played an essential part in the socioeconomic development of the country and concentrates substantial natural, material and human resources. About 15 percent of the total population of Georgia lives in the coast, which accounts for about 20 percent of Georgia's GDP¹.

2. The Georgian Black Sea coast is receiving growing attention, given the high interest in the Middle Corridor (MC) route and connectivity agenda, the increased touristic attraction, and the recognition of important environmental assets. At the same time, this relatively vast area is not uniform either in terms of topography and natural conditions, nor economic profile and settlement types. It lacks an overall vision, there are increasing conflicts of land use, calling for an integrated planning approach and coherent territorial development. Poti, a self-governing city, occupies a strategic location with substantial untapped potential; its master plan needs to be updated, in alignment with the overall coastal development vision, and considering the future construction of Anaklia deep-sea port.

3. In addition, the European Union (EU)-Georgia Association Agreement entered into force in July 2016 and supports political association and economic integration. Georgia has been granted the EU candidate status in December 2023, reinforcing the need for regional integration and connection with Europe. Recognizing the importance of the country's unique coastal and marine resources, the Government of Georgia is mobilising resources to develop a planning document in view of further investment in this area.

4. A Coastal Zone Spatial Development Plan of Georgia (CZ-SDP, hereinafter referred to as "the Plan") is therefore needed to better plan and articulate the development of the coastal area. It comes in the framework of stronger planning development and enforcement in Georgia. In 2019, the Georgian Code on Spatial Planning, Architectural and Construction Activities (hereinafter referred to as "the Code") entered into force. The Spatial and Urban Development Agency (SUDA), a Legal Entity Under Public Law (LEPL), supervised by the Ministry of Economy and Sustainable Development (MOESD) was created in 2022. SUDA's role is to develop and manage policies for Georgia's spatial and urban development.

5. Currently in Georgia, there are no established practices for developing regional functional or territorial plans, nor does there exist a multi-municipality spatial plan. This ambitious project, spanning multiple municipalities and involving stakeholders from local and national levels, poses challenges in terms of implementation. Therefore, determining the appropriate tools and methodologies for implementing the CZ-SDP is a key consideration. In light of the coast potential, currently unbalanced territorial development, environmental and climate risks, and societal dynamics, as well as the key strategic orientations, the CZ-SDP will support Georgia's development ambitions through the establishment of a territorial vision, by addressing mobility, regional cohesion, blue economy, and climate resilient and low-carbon development.

¹ Or US\$ 2.14 billion based on 2017 data, of which about US\$ 1.14 billion is from Adjara, US\$ 0.2 billion is from Guria, and US\$ 0.8 billion is from Samegrelo-Zemo Svaneti. World Bank, 2020
<https://elibrary.worldbank.org/doi/abs/10.1596/34886>

6. SUDA is now seeking to procure Consultant services for the preparation of the CZ-SDP as specified in these Terms of Reference (TOR), making use of Government funds and dedicated funding made available by the Asian Development Bank (ADB).



Figure 1. Map of the Black Sea and neighboring countries.

B. Background

7. **Coastal municipalities.** The coastal area stretches from the Psou River to the settlement of Sarpi in the south, covering approximately 310 kilometres of coastline, of which only 110 kilometres are accessible. The Coastal Zone consists of eight (8) municipalities namely- Batumi Municipality City; Kelvachauri Municipality; Kobuleti Municipality; Ozurgeti Municipality; Lanchkhuti Municipality; Khobi Municipality; Zugdidi Municipality; Poti Municipality City, and seven (7) municipalities occupied by the Russian Federation namely Gali Municipality; Ochamchire Municipality; Gulrifshi Municipality; Sokhumi Municipality; Sokhumi Municipality City; Gudauta Municipality; Gagra Municipality.

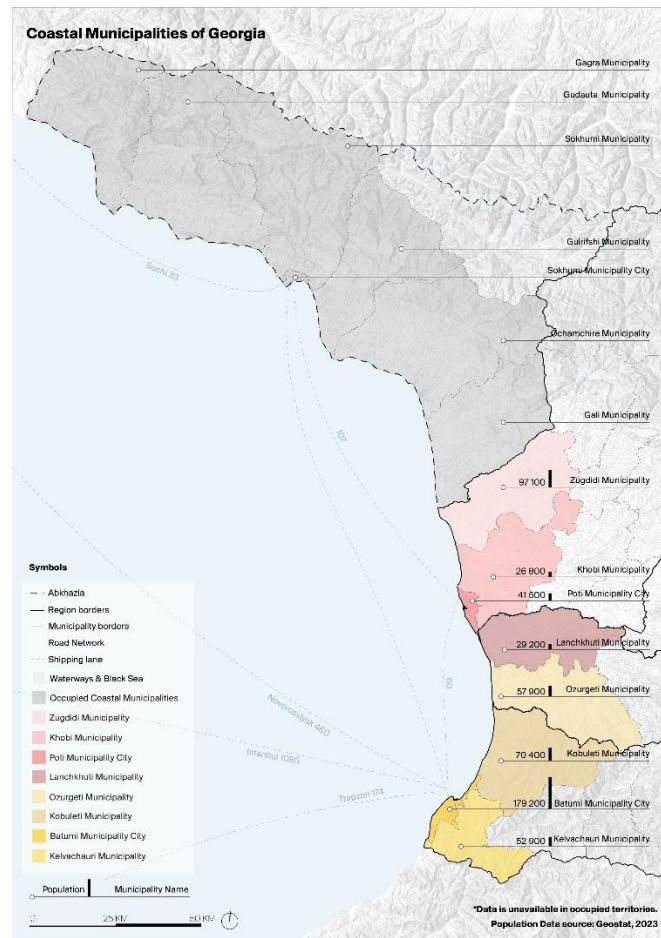


Figure 2. Map of coastal municipalities of Georgia and their respective population.

8. Status of planning in the coastal zone. Some planning documents exist, such as the Adjara Autonomous Republic Spatial Plan (2012), Batumi Municipality City spatial development and management Plan (2023), Kobuleti City Development Plan (2015), Poti Master Plan (2019), Maltakva recreation area development regulation Plan (2018) and Grigoleti Coastal Development Plan (2020). There is also an ongoing study Ureki-Shekviteli for the recreation area of the general master plan and development plan. In 2005, there was an attempt to develop a first Development scheme, for the spatial arrangement and political vision of the Black Sea coast. However, there is no comprehensive multi-municipal planning document established yet, which would reflect a key principle: the coastal area is a unique resource system that requires special management and planning approaches.

9. Urban trends and structure. The primary urban hub in the coastal area is Batumi, Georgia's second-largest city with 180,000 residents, serving as a key economic centre and experiencing the fastest urban growth of the country. Additionally, Zugdidi and Poti, medium-sized cities with populations exceeding 40,000 each, contribute to the region's urban landscape. Poti, a port city, plays an important role as a logistic hub and transition point on the Middle Corridor route. Several smaller towns, such as Khobi, Lanchkhuti, Ozurgeti, and Kobuleti, function as municipal centers. Along the shoreline, resort settlements like Sarpi, Gonio, Chaqvi, and Tsikhisdziri offer recreational opportunities. The economic potential and structure of these settlements along the coast vary. Some settlements, like Sarpi and Gonio are very close to mountainsides, with the coastline closely bordering the elevated terrain. Conversely, urban developments between Batumi and Poti are defined by their edge to railways or highways, exerting a significant influence on their spatial organisation and way of living.

10. Socio-economic situation. The economic structure of these cities and towns along the sea has undergone significant transformation since gaining independence. Many of the old sectors of the economy have been wholly stopped or reduced their production volumes without finding any appropriate alternative branches for proper recovery and new economic growth. This situation has led to a notable decline in population across all settlements, excluding Batumi, over the past 25 years. Moreover, a considerable portion of the remaining population is either unemployed or underemployed, resulting in insufficient income and consequently, a diminished quality of life². In addition, there is a significant number of internally displaced persons (IDPs) from conflict regions within Georgia (Autonomous Republic of Abkhazia and Tskhinvali region). Since the Russia-Ukraine war started, the migration wave to Georgia has also affected the coastal area. This influx further exacerbates the vulnerability of the population and adds complexity to the existing socio-economic issues.

11. Strategic location on the MC route, that offers a significant opportunity for the coastal zone and the country itself. Following Russia's invasion of Ukraine, the MC brought a new perspective as an alternative corridor to diversify trade routes and build economic resilience, decreasing dependency on corridors through Russia. Improving the efficiency of the MC has become imperative for Azerbaijan, Georgia, and Kazakhstan (as well as Türkiye), with strong support from the international community³. Steady progress is being made on improving infrastructure to support regional integration: the Anaklia deep-sea port benefits of high political support, the APM Terminals (port operating company) has proposed a capacity expansion of Poti Port, the new East-West highway connecting the Georgian ports to Azerbaijan and the Caspian Sea is under completion.

12. Unique ecosystems and biodiversity, some under threat from the impact of unplanned seasonal tourism and anthropogenic climate impacts. Along the 80-kilometre stretch of the warm-temperate and highly humid eastern coast of the Black Sea in Georgia, lies a series of Colchic ecosystems, including the Colchic Rainforests and Wetlands, which are UNESCO World heritage sites⁴. The coast also hosts two sites designated as Wetlands of International Importance (Ramsar Sites⁵), and some Emerald sites designated by the Government⁶. Adjacent to the coastline, a crucial bird migration corridor holds significant importance in the region. The rampant development along the Adjara coast could have a very big impact on the raptors migratory route which go each year through the bottleneck in Batumi as they pass from Eurasia towards Africa.

² Georgia's Black Sea Coast functional region, its attraction centres, and competitive advantages. Darjania, Salukvadze, Sichinava, 2018. http://tvitmmartveloba.ge/wp-content/uploads/2020/12/TSU_CRRC_BSCFR_REPORT_ENG.pdf

³ The Middle trade and transport corridor. World Bank, 2023. <https://www.worldbank.org/en/region/eca/publication/middle-trade-and-transport-corridor>

⁴ <https://whc.unesco.org/en/list/1616>

⁵ <https://www.ramsar.org/wetland/georgia>

⁶ <https://www.nacres.org/home/33/>



Figure 3. Coastal cities/ towns, key infrastructure, mega terminals, and protected areas.

13. An area highly vulnerable to climate change. The coastal zone is home to valuable river deltas, coastal crops, and forestry. It faces multiple adverse risks including changes in precipitation patterns, which will result in increased magnitude and frequency of drought and flooding events; damage to housing and infrastructure as a result of rising sea levels and coastal erosion; the spread of plant pests and diseases affecting farming and forestry and rising temperatures and increasing heat waves⁷. Landslides, fluvial floods, and pluvial floods have inflicted substantial harm on both urban infrastructure and the natural surroundings. The implementation of artificial barriers like dams along rivers has precipitated swift alterations in freshwater volume dynamics, exacerbated by abrupt glacier thawing. Furthermore, these barriers have curtailed the transport of sediment by water, leading to its diminished deposition along coastal shores. Consequently, the pace of beach erosion has escalated, compounded by the effects of climate change and heightened disaster vulnerability. The construction of a dam on the Chokhori River in Türkiye, will also exert a significant and enduring impact on the coastline, which necessitates further attention.

14. Blue economy opportunity. Although the Black Sea has historically played a significant role in Georgia's economy and identity, the advancement of the blue economy has hardly been a priority so far. The lack of ship repair facilities means that domestic needs are often served in neighbouring countries, notably Türkiye and Bulgaria. Also, the sea is not actively used for cruise tourism or sailing (e.g., inexistence of marina). The fishing fleet is small in size and old,

⁷ Impacts of Climate Change on Georgia's Coastal Zone, World Bank Group, 2020. <https://elibrary.worldbank.org/doi/abs/10.1596/34886>

and currently undergoing restructuring. However, the exploitation, preservation, and regeneration of the marine environment in the Georgian coastal zone present an opportunity. The fields of fisheries and aquaculture, coastal and maritime tourism, and maritime transport are in the process of reformation and leaves space for further development. The port system in Georgia undergoes significant expansion: Poti port expands its off-dock container storage capacity and constructs a new breakwater, and the planned Anaklia deep-sea port will have a tremendous impact on the coastal. A new law on aquaculture has recently been adopted, which will support the growth of this sector. In addition, in the framework of the EU Economic and Investment Plan, two flagship projects are related to the Black Sea: (1) Black Sea connectivity- improving data and energy connections with the EU via an undersea cable, (2) Transport connectivity - improving physical connections with the EU via ferry connections.

C. Objectives and approach

15. The primary objective of the CZ-SDP is to enable the transition of the Black Sea coastal zone **from a 'border' into a connective and resilient area**. It should provide the **planning and spatial foundation** to enable effective Integrated Coastal Zone Management (ICZM), to co-ordinate all the potential pressures and conflicts of interest in the coast and manage them fairly, responsibly and sustainably. By turning Georgia to the sea and untapping its maritime potential, it will place Georgia as a leading actor of the **Blue economy** in the Black Sea⁸ and foster the European integration. The strategic vision and **functional planning** of the coast will be geared towards transforming it as an attractive, balanced, and sustainable territory, considering economic growth, environmental protection, social inclusiveness, and cultural specificities.

16. The specific objectives of the CZ-SDP are to:

- Help prepare the **Batumi agglomeration area**, including connected municipalities, rural/mountainous hinterland and considering migration patterns.
- Identify the **urban growth scenarios** of the secondary cities and third-tier urban centers, the missing links and their development opportunities, including for rural hinterland.
- Support the **connectivity agenda** and the development of **modern and low-carbon mobility** (including soft and active modes), following a North-South axis (between the coastal municipalities), and East-West axis (with rural hinterland and the Black Sea European neighbours).
- Enhance the preservation of **protected areas** and ensure environmental protection, considering the uniqueness of the coast and its landscape (magnetic sands, pine trees line, UNESCO natural sites, Ramsar sites, biodiversity corridors, etc.)
- Ensure the **coastline protection** and adapt it to risks, considering natural, climate and man-made factors (e.g., erosion, sea level rise, flooding, dams, etc.)
- Identify diversified **tourism development opportunities** (eco-tourism, resort and beach tourism, entertainment centers, events, festivals etc.), to give a tangible identity to resorts and places and position them on a sustainable path (improved access to protected areas, promotion of landscape-infrastructure, potential regeneration, etc.).

⁸ Especially in the framework of the Black Sea Synergy https://www.eeas.europa.eu/eeas/black-sea-synergy_en and the Common Maritime Agenda (CMA) for the Black Sea <https://black-sea-maritime-agenda.ec.europa.eu/>. The CMA has the following goals to help generate sustainable growth in coastal regions: 1. Healthy marine and coastal ecosystems; 2. A competitive, innovative, and sustainable blue economy for the Black Sea, and 3. Fostering Investment in the Black Sea blue economy.

- Support the development of the Middle corridor **large-scale projects** (Anaklia deep-sea port, Poti extension, terminals, and economic zones), considering impacts on residents (migration, place of living, accessibility) and environment.
- Explore the **marine potential of Georgia** (incl. fisheries, aquaculture, marine protection and restoration, maritime transport, cables and pipeline) and develop its first Marine Spatial Plan (MSP).
- Transition from a local planning to an **integrated territorial planning** approach, by developing new planning tools at multi-municipal and functional level and providing a solid framework for sustainable coastal zone development, within a proper inter-sectoral cooperation.
- Drive the strategic location of investments from both the public and the private sectors and **provide guidance** for future spatial and land use plans.

17. The CZ-SDP will consider a medium term (2030) and a long term (2035) **horizon**.

18. The CZ-SDP **scope** will go from the Turkish border (town of Sarpi) up to the border with the Russian Federation. The Plan will also cover the territorial sea (waters) and associated Exclusive Economic Zone (EEZ) in the Black Sea, as per Article 17 of the Code. Therefore, the default scenario for the analysis includes the Autonomous Republic of Abkhazia (assuming progressive reintegration into the Georgian space) and the Consultant will consider it to the extent possible for the long-term vision (using earth observation data sources, data from UN programmes, etc.). However, due to the limited access to data and location, the more in-depth analysis will focus on the Sarpi- Anaklia zone, within the three regions under de facto jurisdiction of the Government of Georgia and under a scenario of continuing foreign occupation. At the beginning of the assignment, the consultant will further define the exact territorial scope of the Plan, which may follow a comb-shaped pattern (instead of a narrow, linear, longitudinal object).

19. The default **scale** of the Plan will be 1:100,000 to 1:50,000 as per the Code. However, the consultant is encouraged to divide the coast into 'territorial sections' to further analyse patterns, characteristics and potential. Deep dives on key issues and areas will enable to go more in-depth and at a larger scale. The consultant will propose in its offer a multi-scalar approach to enable 'zoom in and out' on strategic areas and specific issues.

20. To note that for Anaklia, a dedicated Agency is working on this area so the Plan will consider this mega-project in its scenarios and keep it to general recommendations. For Poti, which Master plan (approved in 2019) will be updated soon, the consultant will develop a dedicated analysis of the existing plan and prepare recommendations for changes on zoning, considering alignment with the CZ-SDP orientations (but not updating and preparing the package of changes directly).

21. It is the first time that Georgia is developing a multi-municipal plan, as per Chapter V of the Code. Therefore, it will serve as a **pilot to propose adapted governance arrangements** for coastal management, including municipalities, coastal institutions, and state agencies, and possibly to amend legislative and regulatory framework. The Plan should be developed considering grounded and feasible options, for future implementation; the Plan's approval and enforcement will pave the way to multi-municipal planning in Georgia in the future.

22. **Climate resilience and low-carbon development** will be at the forefront of all proposals, given the high degree of vulnerability of the coast to climate change and to anthropogenic pressures, and Georgia's international commitments (National Determined Contributions). The consultant shall pay full attention to the need to decrease GHG emissions and increase the urban resilience of municipalities. Socio-economic, natural risk and climate

change data will be analysed to make well-informed decision, and climate adaptation, including disaster risk management and mitigation will be mainstreamed throughout the CZ-SDP.

23. The CZ-SDP is also used as an opportunity for the Government of Georgia (GoG) and the ADB to prepare a **Priority Investment Plan** (PIP), in view of public-funded investments and a possible ADB ensuing loan project (“Urban and Coastal Resilience”) which will benefit the geographic areas covered by the Plan. The link between planning and implementation is at the core of this Plan. One of the key outputs will be an investment plan, having short-, medium- and long-term components, with a prioritized list of investments (including cost estimates) to provide a roadmap and framework for MRDI and ADB to take it forward.

24. The CZ-SDP will follow a territorial approach, considering interconnectedness of issues and stakeholders. It is not an addition of municipal plans nor a detailed land-use plan of the coastal area. It will require dialogue and consensus building to define an overall vision and to provide coherent strategic directions, building on the complementarities of each actor, assets, and space. Considering this strong territorial emphasis, **stakeholder consultations** have high importance, and the consultant should pay particular attention to ensuring regular and sufficient participatory activities. Public hearings are also mandatory at Concept and Final Plan stage, and the consultant should plan them with sufficient anticipation.

25. The CZ-SDP will be subject to a **Strategic Environment Assessment** (SEA) to analyse its likely environmental and public health impacts. Results and conclusions provided by the SEA will be considered when adopting the Concept and Final Plans. The Consultant will be required to follow the legal requirements of the national Environmental Assessment Code (EAC), including the need for mandatory public hearings.

26. The Consultant will transfer technical knowledge and know-how to SUDA staff and other national and local counterparts throughout the preparation of the CZ-SDP. Considering the EU candidate status granted to Georgia, the best **international practices** would apply through gradual approximation with the goals and objectives of the **European policies**, and all proposals should consider EU practices in ICZM and coastal planning.

D. Scope and tasks

27. The study will deliver two key outputs: the CZ-SDP (including the MSP) and the PIP. The major outputs and activities are summarized in Table 1.

Table 1: Major activities and outputs

Activities	Deliverables	Indicative completion dates
OUTPUT 1 – CZ-SDP		
Stage 1 - Research and Vision		
Mobilization and kick-off meeting		(0 -6 months)
Data collection and review of policies, plans, strategies		
Review of existing masterplans (focus on Poti MP), governance arrangements, programs and past ICZM experiences		
Stakeholder mapping and Engagement Plan		
Definition of the scope (territorial / geographic)		
Development of Database and GIS architecture		
Inception Report workshop	Inception report	+ 1.5 M
Climate vulnerability and risk assessment		
Territorial governance / coastal management analysis and set up of a dialogue platform		
Preparation of the diagnosis and spatial analysis (incl. maps)		
Initiation of SEA related procedures (screening)		+ 2 M
SWOT analysis		
Research Workshop	<i>Draft research report</i>	+ 4 M
Final research and diagnosis report (incl. GIS maps)	Research report	+ 4.5 M
Deep dives (incl. maps)		
Strategic development scenarios		
Visioning workshops		
Definition of strategic directions and 'obvious' priority projects		
Vision, Strategy and Viability Workshop	Vision, Strategy and Viability report	+ 6 M
Stage 2 - Concept Plan		
(7 - 9 months)		
Development of spatial strategies and draft Marine spatial plan		
Scoping for the Strategic Environmental Assessment	<i>SEA scoping</i>	
Institutional and policy recommendations for multi municipal plan enforcement and integrated coastal management		
GIS development		
Concept Plan Workshop	<i>Draft concept plan, incl. draft MSP</i>	+ 8 M
Revised Concept Plan, for official approval	Concept Plan	+ 9 M
Recommendations for Poti's master plan update	Poti report	+ 9 M
Stage 3 – Final Plan		
(10 - 12 months)		
Final Plan development		
SEA Final report and public hearing	<i>SEA final report</i>	
Plan Implementation Roadmap (regulatory reforms, management set up, monitoring system, etc.)		
Draft Final Plan workshop	<i>Draft Final Plan</i>	+ 11 M
Revised Final Plan, for official approval	Final Plan	+ 12 M
OUTPUT 2 – Priority Investment Plan		
Phase 1 - PIP		
<i>Data collection and review of projects, plans, strategies</i>		(0-5 months)

<i>Definition of strategic directions and 'obvious priority projects'</i>		
Additional consultations and criteria definition		
Identification of Strategic and Catalytic priority projects		
Rapid economic and financial analysis / Prioritization		
PIP workshop : Investment Plan ST (2026), MT (2030), LT (2035)	Investment Plan	+ 8 M
<u>Optional phase 2: Concept designs</u>	<i>Concept design package</i>	+ 12 M

28. The list of deep dives is:

- i. **Batumi agglomeration area** (incl. urban growth scenario, coastal protection, mobility and commuting, housing needs and real-estate situation considering the 'summer residences' of foreigners, solid waste management issue)
- ii. **Anaklia – Poti area** (considering the scale of the Anaklia project which is still under development: evolving economic dynamics? how will Anaklia influence Poti's situation? future settlements dynamics: where will people live, considering the coast and Zugdidi's location? pollution risks and threats to protected areas? etc.)
- iii. **Small towns / resorts identity and development** to address the chaotic development of coastal resort towns: Interpret coastal settlements spatial organization (patterns, categorization, etc.); Promote landscape infrastructure-driven plans in urban settlements (e.g., spots for potential regeneration); Focus on protected areas that are not easily accessible from the perspective of touristic infrastructure, their management and integration (e.g. Mtirala and Kolkheti National Parks); Explore various tourism options, incl. entertainment, big events, eco-tourism, etc.
- iv. **Protected areas and environmental protection** (incl., biodiversity, marine and coastal ecosystems).
- v. **Mobility and connectivity** (inland and maritime transport)
- vi. The consultant is encouraged to propose suggestions for an additional deep dive in its offer.

29. If within 6 months after submission, the revised Concept Plan has not been approved, the phase 3 Final Plan will not be activated, and activities for Output 1 – CZ SDP will not continue.

30. Subject to the GoG concurrence on the priority projects of the PIP, a concept design phase can be activated⁹. The consultants will be required to carry out outline safeguard due diligence, concept engineering design incl. cost estimates, outline implementation arrangements. This phase 2 is proposed on an optional basis. SUDA/ ADB will inform the consultant if phase 2 will proceed 1 month prior the completion of phase 1. The works planned for phase 2 (if proposed by the client) will commence upon completion of phase 1 only. If

⁹ The budget for the "Concept design package" is in provisional sums.

however, phase 2 does not proceed as planned, the provisional sums for the Concept design package will not be used.

E. Deliverables

31. The consultants shall submit to SUDA the following key project deliverables. All reports and deliverables shall be carried out in full consultation with relevant parties and stakeholders.

Table 2: Deliverables and Milestones

Phase	Deliverable (*)	Expected Submission Date (from mobilization date)	Payment milestones
1	• Inception report incl. project schedule, scope of the Plan, Stakeholder engagement Plan, initial documentation review	Month 1.5	
	• Final Research report	Month 4.5	
	• Vision Strategy and Viability report	Month 6	40%
2	• SEA scoping report	Month 8	40%
	• Priority Investment Plan	Month 8	
	• Draft Concept Plan, incl. draft MPS	Month 9	
	• Final Concept Plan	Month 9	
	• Poti report	Month 9	
3	• SEA Final report	Month 11	20%
	• Draft Final Plan, incl. MSP	Month 11	
	• Final Plan	Month 12	
	• Monthly progress report		
<i>optional PIP phase</i>	• <i>If activated: Concept design package of priority projects</i>	<i>Month 12</i>	

(*) all reports will systematically report on stakeholder consultation process.

F. Qualification requirements and Team composition

32. ADB / SUDA will select and engage Consultants in accordance with ADB Procurement Policy and the associated Staff Instructions for ADB Administered Consulting Services and Technical Assistance Staff Instructions.

33. ADB / SUDA is looking for international companies as leading Consultants for the CZ-SDP and PIP preparation. Consultants will be engaged through a single firm or a group, or consortium of firms. The Consultants must work with relevant local consultancy firms to ensure project delivery in a timely and grounded manner and to provide the complete range of expertise required for the assignment.

34. The consultant firm shall demonstrate technical competence and geographical experience based on project references:

- Experience on international market, at least 10 years

- Significant experience in regional planning, at least 10 projects
- Significant experience in marine spatial planning and/or coastal zone management, at least 7 projects.
- Significant experience in strategic advisory services and pre-feasibility studies of investment projects for transportation / infrastructure / environmental protection, at least 5 projects
- Experience in Eastern Europe, Western Europe, and post-soviet countries; previous experience in Georgia is an advantage.

35. The project team is expected to be comprised of 3 key international expert positions (11 person-months) and 5 key national expert positions (23 person-months), and 2 non-key international positions (2.5 person-months) and 5 non-key national expert positions (24 person-months) as summarized in Table 3.

Table 3: Indicative Team Composition and Estimated Inputs

CORE TEAM – KEY EXPERTS				
	International	PM	National	PM
1	Coastal and marine planning specialist / Team Leader	7.0	Urban Planner - geographer / Deputy Team leader	9.0
2	Institutional and urban development specialist	2.5	Institutional and legal specialist	4.0
3	Climate change and urban resilience specialist	1.5	Transport and mobility specialist	4.0
4			Environment specialist	3.0
5			Infrastructure Engineer	3.0
	total	11.0		23.0

EXTENDED TEAM – NON-KEY EXPERTS				
	International	PM	National	PM
1	Environment and biodiversity specialist	1.5	Tourism specialist	3.0
2	Maritime transport specialist	1.0	Socio-economist	2.5
3			Risk reduction and climate planning specialist	2.0
4			Fisheries and Aquaculture specialist	1.5
5			GIS Specialist	8.0
6			Head office support	2.0
7			Translator and interpreter	9.0
	total	2.5		28.0

G. Implementation arrangements and reporting

36. **SUDA** will administer the project and supervise the implementation of the assignment. It is the primary route for all communication, reports, and project management aspects. The consultant will report to SUDA who will approve the deliverables. A **Steering committee (SC)** will be created in coordination with SUDA; and composed of nominated representatives from key agencies, Adjara and Abkhazia autonomous republics, regions and municipalities involved in the CZ-SDP. The SC members will be present at key milestones workshops. Given the pilot nature of this functional and multi-municipal Plan, it is expected that the project area will be classified as a “Special Regulation Zone” for now and therefore the Plan will be approved by

the Government. The precise details of the communication structure will be advised at the project inception stage.

37. After the production of each report, SUDA will determine if all key deliverables were provided as agreed and will review and discuss the quality of the outputs. SUDA has 11 working days to review the draft submission, and as appropriate, the consultants will be given a written list of deficiencies. The revised reports shall be submitted within 10 working days (15 working days for the Concept Plan and Final Plan).

38. All project reports shall be written in English and Georgian shall be provided in both printed and electronic form. The consulting firm shall provide five printed copies of each report to SUDA. Electronic versions of the reports should be submitted in both Word and PDF formats. The consulting firm shall also provide SUDA with the final electronic version of all source files under self-explanatory file names and directory structure (including data collected, spreadsheets and models etc.).

39. This assignment is intended to be undertaken in a participatory manner and as such the consultant shall ensure regular liaison with all key stakeholders to ensure smooth implementation of the project. The consultant will communicate on a regular basis with SUDA and municipalities about the work schedule and keep stakeholders informed in advance of missions and field visits.

Annex 1 - Key Policy documents, studies, and reports

- GeoStat, National Statistics Office of Georgia <https://www.geostat.ge/en>
- [Decentralization Strategy 2020-2025](#)
- [Climate Change Strategy 2030](#)
- [Ecotourism Strategy for Georgia 2020-2030](#)
- Multi-Annual Indicative Programme (2021-2027) for EU support to Georgia, Neighbourhood, Development and International Cooperation Instrument, European Commission, 2022
- Country Data World Bank <https://data.worldbank.org/country/georgia>
- [Georgia - Country Economic Memorandum: Chapter 2 - Spatial Transformation](#) World Bank. 2022
- [Rapid Status Assessment of Spatial Planning in Georgia](#), GIZ. 2015
- [Impacts of Climate Change on Georgia's Coastal Zone: Vulnerability Assessment and Adaptation Options](#). World Bank. 2020.
- [The Cost of Coastal Zone Degradation in Georgia](#) World Bank. 2020.
- [Georgia's Black Sea Coast functional region, its attraction centres, and competitive advantages](#). Darjania, Salukvadze, Sichinava, 2018.
- [The Middle trade and transport corridor](#). World Bank, 2023.
- [Climate Risk Country Profile: Georgia](#) The World Bank Group and the Asian Development Bank. 2021
- [Forest and Land-use Atlas of Georgia](#), Ministry of Environmental Protection and Agriculture and World Resources Institute.
- [Geoportal of Natural Hazards and Risks in Georgia](#), CENN, GIZ 2012
- [Realizing the urban potential in Georgia—National urban assessment](#). Asian Development Bank, 2016
- National Action Plan for Adapting to Impacts of Climate Change in the Coastal Zone of Georgia, 2020.
- [International Guide on Marine / Maritime Spatial Planning](#)
- <https://maritime-spatial-planning.ec.europa.eu/>
- Available plans
 - Adjara Autonomous Republic Spatial Plan (2012)
 - Batumi Municipality City spatial development and management Plan (2023)
 - Kobuleti City Development Plan (2015)
 - Poti Master Plan (2019)
 - Maltakva recreation area development regulation Plan (2018)
 - Grigoleti Coastal Development Plan (2020)