



NEW INFRASTRUCTURE PROJECTS IN GEORGIA

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1. Airport infrastructures

1.1 The construction of the new Vaziani International Airport

Georgia is undertaking a major infrastructure project with the construction of the new Vaziani International Airport, scheduled to open in 2031, with construction beginning in 2027. Located approximately 25 kilometers from Tbilisi, on the site of a current military airfield, this new facility is intended to replace the capital's existing international airport, which is currently limited by space constraints and the surrounding urban environment. The project, estimated to cost over \$1.2 billion and supported by the Asian Development Bank, is part of a new master plan for the development of Georgia's airport sector. The goal is to provide the country with a modern, high-capacity infrastructure capable of sustainably supporting the growth of air traffic, while overcoming the technical and land limitations of the current airport.

Designed as a major regional hub, Vaziani Airport is expected to reach a capacity of approximately 20 million passengers per year by 2050. The first phase of the project aims to accommodate around 10 million passengers, with a gradual expansion planned over the following decades. This new infrastructure will address the sustained growth in tourism, the development of connecting traffic, and the increase in air freight. With more than 70 airlines already serving Georgia by 2025, the airport aims to strengthen the country's international connectivity and position Tbilisi as a strategic hub between Eastern Europe, the Middle East, and Central Asia.

The project is thus part of a long-term vision that combines economic attractiveness, logistical competitiveness, and international influence. It could also foster the creation of a logistics hub and strengthen Georgia's integration into major Eurasian transport corridors. Despite some questions about the realism of traffic forecasts or the strategic implications of relocating a military base, there is a broad consensus on the need to increase the country's airport capacity to support the growth of tourism, trade and international exchanges.



A meeting between Georgian Minister of Economy Mariam Kvrivishvili and Chinese Vice Minister of Transport in London in November 2025.

1.2 The expansion of Tbilisi International Airport

While awaiting the commissioning of Vaziani Airport, Tbilisi International Airport (TBS) is undergoing a significant expansion program between 2026 and 2028. TAV Airports Group, a subsidiary of the ADP Group, is investing \$150 million to increase the airport's annual capacity to 10–15 million passengers. This investment aims to meet the immediate needs related to traffic growth while ensuring a smooth transition to the future infrastructure. TAV's concession has been extended until the opening of the new airport, guaranteeing continuity in the management, planning, and execution of the works. The project includes expanding the existing terminal by 19,500 m², allowing for improved passenger flow. New boarding bridges will be installed to enhance passenger experience and reduce waiting times. The addition of more check-in counters will also help accommodate the increased traffic.

Furthermore, the development of new commercial zones will strengthen the economic dimension of the platform by diversifying non-aeronautical revenues and improving the passenger experience. All of these measures aim to optimize the capacity and service quality of the current airport before the transition to Vaziani.



Inauguration of the new Taxiway E in the presence of the Georgian Minister of Economy

Alongside the terminal expansion, modernization work on the airport infrastructure will begin in 2025. This includes the expansion of taxiways with the creation of "Taxiway E," designed to streamline aircraft movements between the runway and parking areas. This improvement is essential for reducing taxiing times and increasing operational capacity. The project also includes the construction of new parking areas for wide-body aircraft, increasing the capacity for long-haul flights and international freight. Finally, 100,000 m² of artificial surface will be renewed to improve the safety, durability, and performance of the airport's surfaces. This technical work is a key driver for optimizing the overall efficiency of the airport.

2. Railway infrastructures

2.1 Middle corridor and rail-port links

The establishment of the Middle Corridor has taken on major strategic importance since the start of the war in Ukraine, which has weakened traditional routes through Russia and Belarus. In this context, Georgia plays a key role as a transit country. In 2023, the volume of freight transported via this corridor reached 2.7 million tons, an 86% increase compared to 2022 (1.46 million tons). In 2024, this volume jumped to approximately 4.1 million tons over 11 months (+63% vs. 2023), with 50,500 TEUs transported (+2.6 times). Today, 25 companies from 11 countries are participating in this project, giving it a decidedly international dimension and requiring close regional cooperation. The modernization of railway infrastructure is therefore a key pillar of Georgia's logistics strategy, both nationally and regionally.



Middle Corridor

Regular train services have been established between the port of Poti (Georgia) and Baku (Azerbaijan), transporting empty containers in both directions. These services offer predetermined schedules and fares, facilitating rotation planning and reducing waiting times at the terminals.

A recent visit by an Azerbaijani delegation to the Georgian Black Sea coast provided an opportunity to observe the modernization of the port of Batumi, which focuses on rail-port intermodality. The goal is to harmonize port and rail operations to handle increased freight via the Baku-Tbilisi-Kars (BTK) line, inaugurated in 2017. Discussions focused on extending this line, following repair and modernization work carried out by Azerbaijan on the 184 km Georgian section, increasing its annual capacity from 1 to 1.5 million tons (up to 5 million tons post-2024).

2.2 Modernization and environmental impacts

Representatives of Georgian Dream, the ruling party, hailed the completion of a vast railway modernization project, hailed as one of the largest investments in transportation (1 billion lari, or approximately €330 million). Awarded to a Chinese company, the project included: 40 km of new infrastructure and 90 km of track; an 8,300 m twin-tube tunnel near Kvishkheti (Shida Kartli); 10 bridges; 6 tunnels and approximately 100 engineering structures; as well as new signaling, centralization, and block systems; and 3 additional stations and substations.

Results: longer freight trains (47 to 57 wagons), heavier trains (2,800 to 3,600 tons); a 30-minute reduction in travel time between Tbilisi and Batumi; faster freight transport (4 hours faster) in mountainous areas; and a 10% reduction in operating costs. Overall capacity multiplied by 1.8: from 27 to 48 million tonnes/year.



The Georgian Prime Minister speaking at an event dedicated to the inauguration of the modernization project on December 24, 2025

Despite these economic advances, the works have generated landslides and soil erosion linked to tunnel excavation. In October 2025, residents filed a complaint with the Asian Development Bank (ADB), but the complaint was dismissed: "The alleged damages fall outside the scope of the compliance review and do not relate to the components financed by the AfDB."

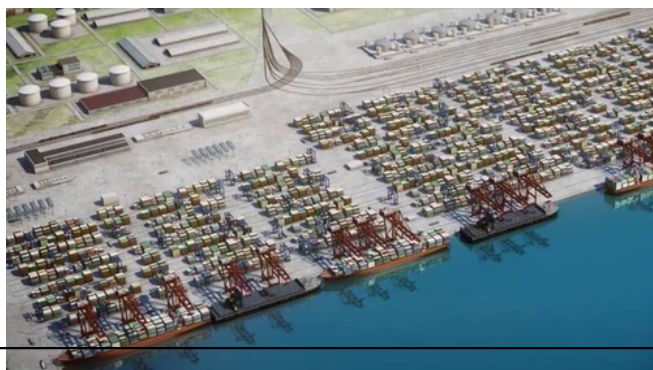
3. Port infrastructures

3.1 Anaklia Port Project

Located at the crossroads of Asia and Europe, and boasting extensive access to the Black Sea to the west, Georgia lies on the shortest route of the "New Silk Roads" and has the opportunity to become a key transport hub for global trade. Increasing the country's transit capacity depends on developing its port infrastructure and improving connectivity across the territory: the full exploitation of the country's access to the Black Sea is limited by the restricted capacity of its two main ports, located in Poti and Batumi. The government's 2017 decision to develop the country's first deep-water port at the Anaklia site therefore addresses this dual need.

The development of the port of Anaklia represents one of Georgia's most crucial strategic objectives, aiming to position itself as a viable alternative to bypassing Russia via the Middle Corridor, to integrate more fully into globalization, and to diversify its revenue streams. For a long time, the project stalled due to political instability, economic difficulties, geopolitical constraints, and divisions within the political class. For example, Bidzina Ivanishvili, Georgia's wealthiest man and a key figure in the implementation of major projects, never considered the port of Anaklia viable, preferring to invest in expanding the existing port of Poti. Furthermore, its proximity to the border with the separatist region of Abkhazia poses a potential security risk. Since 2014, various consortiums have been involved, but none have come to fruition. According to a representative of the Anaklia Development Consortium, Mr. Kakulia surmised that Ivanishvili perceived the project as a potential threat to Russia and its Black Sea ports, thus creating artificial obstacles to avoid offending Russia.

However, in December 2022, then-Prime Minister Irakli Garibashvili announced the resumption of construction, with the government holding a 51% stake. In 2023, two finalists emerged: a Sino-Singaporean consortium (China Communications Construction Company Limited and China Harbor Investment Pte) and a Swiss-Luxembourgish company (Terminal Investment Limited Holding). By 2025, 150 million GEL was allocated to maritime infrastructure, with the Belgian company Jan De Nul contracted for the work.



PAnaklia project

In 2024, Economy Minister Davitashvili announced a strong likelihood that CCCC would win the tender, but to date (March 2026), no winner has been officially designated and no agreement has been signed. Several factors explain this delay: according to Civic Idea, CCCC is majority-owned by a group controlled by the Chinese state, violating eligibility criteria that exclude entities where the state holds more than 30% of the capital. HSBC refused to provide the necessary financial guarantees, and deteriorating relations with Western partners have raised concerns about sanctions impacting profitability and the goal of becoming a major transit hub for China-Central Asia-Europe.

Preparatory work is progressing with state funding: the Belgian company Jan De Nul, contracted in 2024, is dredging the channel to a depth of 16 meters (completion scheduled for spring 2027) and constructing the main breakwater. The 2026 budget allocates 50 million GEL for hydraulic infrastructure (reduced from the initial 150 million) and 45 million for an 18 km access road, with increased investment in 2027. No agreement has been signed with CCCC (the preferred bidder in May 2024 for a 49% stake), as negotiations have been stalled on six key points since September 2025; the government (51%) is therefore proceeding independently.

Georgia also won its arbitration case against the former ADC consortium in 2024. A soil stabilization operation is planned for early 2026, followed by a larger one in July. The breakwater and main dredging will be completed in late 2026/early 2027, prior to the construction of the main wharf. Phase 1 aims for a capacity of 600,000 TEU/year (equivalent to 7.8 million tons), positioning Anaklia as the western terminus of the Middle Corridor. CCCC has remained under US sanctions since 2021 for its ties to the Chinese military-industrial complex and is subject to corruption allegations (e.g., Bangladesh in 2018). Its subsidiary, China Road and Bridge Corporation, which operates in Georgia (Ubisa-Shorapani highway and Tsnori bypass), is involved in the project. Discussions with a new partner were mentioned in early 2025, but no progress has been confirmed to date.



Map of Georgia with distances from Anaklia

3.2 Port of Poti

The Port of Poti, Georgia's main maritime hub on the eastern coast of the Black Sea, handles around 80% of the country's container traffic thanks to its 15 berths, 2,900 meters of quay length, 20 cranes, and 17 km of internal railway tracks, with a current capacity of approximately 500,000 TEU per year.

Acquired in 2011 by APM Terminals (a subsidiary of Maersk), the port has benefited from more than \$130 million in investments aimed at modernizing its infrastructure, automating operations, and strengthening rail–port intermodality, a key component of the Middle Corridor.

In 2020, APM Terminals launched a \$250 million deep-water expansion plan in two phases. Phase 1 (expected completion in 2026) includes construction of a 700-meter breakwater and a 400-meter multipurpose quay with a depth of 13.5 meters, designed to handle dry bulk cargo and to accommodate vessels of up to 9,000 TEU. Phase 2 will add a 300-meter container quay equipped with three ship-to-shore (STS) cranes, doubling the port's total capacity to over 1 million TEU per year by 2028.



Poti port

With traffic increasing by 25% in 2024 (around 450,000 TEU), Poti is positioning itself as a reliable alternative to Anaklia (16 m depth, 600,000 TEU in phase 1), notably through regular Poti–Baku–Tbilisi block trains that reduce transit times by 2–3 days, despite the expected future competition in China–Europe freight transport.

3.3 Batumi Port

The Port of Batumi, located on Georgia's Black Sea coast, has undergone sustained modernization in recent years, strengthening its strategic role within the Trans-Caspian corridor linking Central Asia to Europe. Its annual capacity now exceeds 6 million tons, with a notable increase in the traffic of light petroleum products from Kazakhstan, dry bulk cargo, containers, and the number of vessel calls.

Investments have focused on the renewal of cargo-handling equipment, the introduction of new cranes, the optimization of specialized terminals, and the digitalization of operations through the implementation of a Terminal Operating System (TOS) aimed at improving logistical efficiency, operational planning, and cargo traceability.

Unlike other strategic infrastructures financed through public budgets, the development of the port relies primarily on private capital. Since 2008, its management has been handled by Batumi Sea Port LLC, controlled by Batumi Oil Terminal LLC, a subsidiary of KazTransOil, itself part of the Kazakh national group NC KazMunaiGaz. Investments therefore mainly come from this Kazakh energy actor, complemented by technological partnerships, notably with the Italian DBA Group, for the digital modernization of port operations.

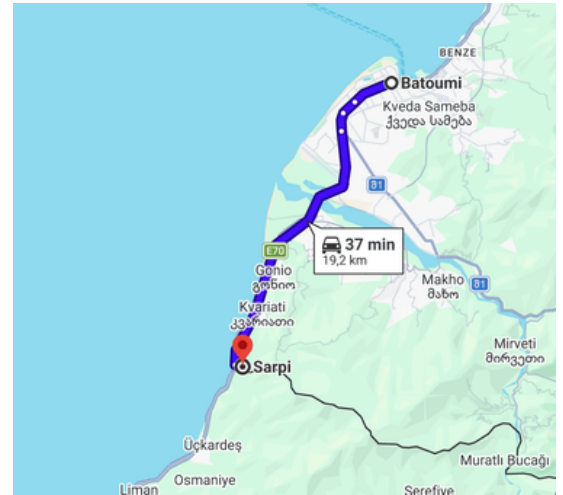
This private governance structure, supported by Kazakh energy interests, positions Batumi as a key energy and logistics hub on the Black Sea, integrated into a broader strategy of multimodal connectivity with Georgian railway and road networks and the "Middle Corridor."

4. Road Infrastructures

4.1 Construction of the road Batumi–Sarpi

On 25 September 2025, the Asian Development Bank (ADB) approved a \$360 million loan to modernize the last critical section of Georgia’s East–West Highway, connecting Batumi to the Turkish border at Sarpi.

This 11-kilometer project, designed according to Trans-European motorway standards, aims to strengthen the climate resilience of the infrastructure through slope stabilization, rockfall protection, improved drainage systems, erosion control measures, and the protection of 500 meters of Black Sea coastline.



Map of the current distance between Batumi and Sarpi

It complements the Asian Development Bank’s previous investments in Georgia’s road network, including the Kobuleti and Batumi bypasses, the Kvesheti–Kobi North–South corridor, and several secondary roads, for a combined investment exceeding \$1.1 billion.

Beyond construction, the project also supports the modernization of road asset management systems, the transition toward low-carbon practices, and the strengthening of road safety, notably through training programs and the provision of equipment for the Bridge Laboratory of the Georgian Technical University.

4.2 Highway project Kvesheti-Kobi



Kvesheti-Kobi on the map

The Kvesheti–Kobi road project aims to transform a key section of Georgia’s North–South corridor by improving the safety, continuity, and connectivity of road infrastructure in the mountainous Caucasus region.

The project includes the construction of a 23-kilometer two-lane asphalt road, incorporating five tunnels and five bridges, as well as the rehabilitation of an additional existing bridge, for a total estimated cost of about 1.24 billion GEL (approximately \$475 million).

The central component of the project is a 9-kilometer tunnel with a diameter of 15 meters, the largest in the country, built using modern tunnel boring machines (TBMs) in order to minimize environmental impact.

This tunnel and the other associated structures will reduce travel time between Kvesheti and Kobi to 15 minutes, compared with around one hour currently, while ensuring safe year-round traffic, including during harsh winters when the historic roads are frequently closed due to snowfall and avalanches.

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