

**LEPL EURASIAN TRANSPORT  
CORRIDOR INVESTMENT  
CENTER / TRANSPORT  
REFORM AND  
REHABILITATION CENTER**

LOAN NO. 8547-GE  
(EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
PROJECT)

**Special Purpose Project Financial Statements**

**For the Year Ended 31 December 2022**

**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER /  
TRANSPORT REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO.8547-GE**

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**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER/ TRANSPORT  
REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO.8547-GE**

**STATEMENT OF MANAGEMENT'S RESPONSIBILITIES FOR THE PREPARATION  
AND APPROVAL OF THE SPECIAL PURPOSE PROJECT FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 31 DECEMBER 2022**

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Management of the East-West Highway Corridor Improvement Project (the "Project") implemented by the LEPL Eurasian Transport Corridor Investment Center ("ETCIC") / Transport Reform and Rehabilitation Center ("TRRC") is responsible for the preparation of the special purpose project financial statements that present fairly the statement of balance sheet of the Project, the statement of sources and uses of funds, the statements of expenditure withdrawal schedule and movement in designated account for the year ended 31 December 2022, and notes comprising a summary of significant accounting policies and other explanatory information in compliance with the Cash Basis International Public Sector Accounting Standard, Financial Reporting under the Cash Basis of Accounting ("IPSAS - Cash Basis"), and in conformity with the World Bank's Financial Management Sector Board's "Guidelines: Annual Financial Reporting and Auditing for World Bank Financed Activities" (the "World Bank Guidelines").

In preparing the special purpose project financial statements, management is responsible for:

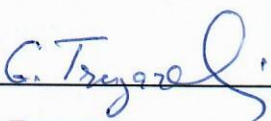
- Properly selecting and applying accounting policies;
- Presenting information, including accounting policies, in a manner that provides relevant, reliable, comparable and understandable information;
- Providing additional disclosures when compliance with the specific requirements in IPSAS – Cash Basis are insufficient to enable users to understand the impact of particular transactions, other events and conditions on the Project, financial position and its sources and uses of funds and movements in designated accounts.

Management is also responsible for:

- Designing, implementing and maintaining an effective and sound system of internal controls, throughout the Project;
- Maintaining adequate accounting records that are sufficient to show and explain the Project's transactions and disclose with reasonable accuracy at any time the financial position of the Project, and which enable them to ensure that the special purpose project financial statements of the Project comply with the Guidelines on Annual Financial Reporting and Auditing for World Bank – Financed Activities issued by the World Bank's Financial Management Sector Board;
- Maintaining statutory accounting records in compliance with Georgian legislation;
- Taking such steps that are reasonably available to them to safeguard the assets of the Project; and
- Preventing and detecting fraud and other irregularities.

The special purpose project financial statements for the year ended 31 December 2022 were authorized for issue on 30 June 2023 by the Management.

**On behalf of Management:**



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**Giorgi Tsagareli**  
Director

30 June 2023



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**Marina Majagaladze**  
Financial Manager

30 June 2023



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## **Independent Auditors' Report on Special Purpose Project Financial Statements**

To the Management of LEPL Eurasian Transport Corridor Investment Center / Transport Reform and Rehabilitation Center

### ***Opinion***

We have audited the special purpose project financial statements of the East-West Highway Corridor Improvement Project (the "Project"), financed under the International Bank for Reconstruction and Development (the "IBRD"), Loan Agreement No. 8547-GE, dated 10 February 2016, implemented by the LEPL Eurasian Transport Corridor Investment Center/ Transport Reform and Rehabilitation Center (the "Center"), which comprise the Statement of Balance Sheet as at 31 December 2022, the Statements of Sources and Uses of Funds, Expenditure Withdrawal Schedule ("SOEs") and Designated Account for the period from 1 January 2022 to 31 December 2022, and notes, comprising a summary of significant accounting policies and other explanatory information. The special purpose project financial statements have been prepared by management in accordance with the International Public Sector Accounting Standard: Financial Reporting Under the Cash Basis of Accounting and in conformity with the World Bank's Financial Management Sector Board's "Guidelines: Annual Financial Reporting and Auditing for World Bank-Financed Activities" (the "World Bank Guidelines") as described in Note 2 to the special purpose project financial statements.

In our opinion, the accompanying special purpose project financial statements present fairly, in all material respects, the financial position of the Project as at 31 December 2022, and its sources and uses of funds for the year ended 31 December 2022 in accordance with the International Public Sector Accounting Standard: Financial Reporting Under the Cash Basis of Accounting and the World Bank Guidelines.

### ***Basis for Opinion***

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditors' Responsibilities for the Audit of the Special Purpose Project Financial Statements* section of our report. We are independent of the Center in accordance with the International Ethics Standards Board for Accountants International Code of Ethics for Professional Accountants (including International Independence Standards) (*IESBA Code*) together with the ethical requirements that are relevant to our audit of the special purpose project financial statements in Georgia and we have fulfilled our other ethical responsibilities in accordance with the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

### ***Other Matter***

Planned and prospective data included on pages 4 to 14 of the accompanying special purpose project financial statements that are marked as "*Unaudited*" have not been audited.

### ***Emphasis of Matter - Basis of Accounting and Restriction on Use***

We draw attention to Note 2 to the special purpose project financial statements, which describes the basis of accounting. The special purpose project financial statements are prepared to assist the Center to comply with the requirements of IBRD and for providing information to the Government of Georgia and IBRD to assist them in evaluating the Project implementation. As a result, the special purpose project financial statements may not be suitable for another purpose. Our opinion is not modified in respect of this matter.



## **Responsibilities of Management and Those Charged with Governance for the Special Purpose Project Financial Statements**

Management is responsible for the preparation and fair presentation of these special purpose project financial statements in accordance with the International Public Sector Accounting Standard: Financial Reporting Under the Cash Basis of Accounting and the World Bank Guidelines, for determining the acceptability of the basis of accounting and for such internal control as management determines is necessary to enable the preparation of special purpose project financial statements that are free from material misstatement, whether due to fraud or error.

Those charged with governance are responsible for overseeing the Center's financial reporting process.

## **Auditors' Responsibilities for the Audit of the Special Purpose Project Financial Statements**

Our objectives are to obtain reasonable assurance about whether the special purpose project financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these special purpose project financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the special purpose project financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Center's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Evaluate the overall presentation, structure and content of the special purpose project financial statements, including the disclosures, and whether the special purpose project financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

The engagement partner on the audit resulting in this independent auditors' report is:

Vakhtang Kezheradze

KPMG Georgia LLC  
Tbilisi, Georgia  
30 June 2023

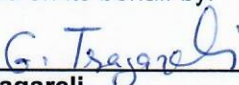


**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO. 8547-GE**

**STATEMENT OF SOURCES AND USES OF FUNDS  
FOR THE YEAR ENDED 31 DECEMBER 2022  
(in US Dollars)**

	Actual as at 31 December 2022		Planned as at 31 December 2022		Variance	
	Period to date	Cumulative to date	Period to date	Cumulative to date	Period to date	Cumulative to date
			Unaudited	Unaudited	Unaudited	Unaudited
<b>FUNDS RECEIVED BY SOURCES</b>						
International Bank for Reconstruction and Development ("IBRD") funds	17,823,672	88,153,683				
Government of Georgia ("GoG") co-financing	31,963	2,921,749				
<b>TOTAL FUNDS RECEIVED</b>	<b>17,855,635</b>	<b>91,075,432</b>				
<b>LESS: EXPENDITURES</b>						
Component 1 – Improvement and Asset Management of the E-60 Highway (IBRD - 85%)	17,847,390	83,132,140	17,847,390	83,132,140	-	-
Component 2 - Technical assistance to MoESD (IBRD – 85%)	-	811,460	-	811,460	-	-
Component 3 – Project Management Support (IBRD – 85%)	127,084	406,720	127,084	406,720	-	-
Component 4 – Preparation of designs and supporting studies for future projects	5,708	21,615	5,708	21,615	-	-
<b>IBRD TOTAL</b>	<b>17,980,183</b>	<b>84,371,935</b>	<b>17,980,183</b>	<b>84,371,935</b>	<b>-</b>	<b>-</b>
Component 1 – Improvement and Asset Management of the E-60 Highway (GoG – 15%)	12,582	2,033,222	12,582	2,033,222	-	-
Component 2 – Technical assistance to MoESD (GoG -15%)	-	323	-	323	-	-
Component 3 - Project Management Support	(4,526)	11,356	(4,526)	11,356	-	-
<b>GoG TOTAL</b>	<b>8,056</b>	<b>2,044,901</b>	<b>8,056</b>	<b>2,044,901</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES BY COMPONENTS</b>	<b>17,988,237</b>	<b>86,416,836</b>	<b>17,988,237</b>	<b>86,416,836</b>	<b>-</b>	<b>-</b>
<b>UNALLOCATED</b>						
Front end fees	-	350,000	-	350,000	-	-
Non-Component – Staff Out Members	23,907	876,872	23,907	876,872	-	-
<b>TOTAL UNALLOCATED EXPENDITURES</b>	<b>23,907</b>	<b>1,226,872</b>	<b>23,907</b>	<b>1,226,872</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECT EXPENDITURES</b>	<b>18,012,144</b>	<b>87,643,708</b>	<b>18,012,144</b>	<b>87,643,708</b>		
Foreign Exchange Difference	-	1,643,083	-	1,643,083		
<b>NET FLOWS OF FUNDS</b>	<b>(156,509)</b>	<b>1,788,641</b>				

The special purpose project financial statements were approved by the management of LEPL Eurasian Transport Corridor Investment Center / Transport Reform and Rehabilitation Center on 30 June 2023 and were signed on its behalf by:

  
\_\_\_\_\_  
**Giorgi Tsagareli**  
Director

  
\_\_\_\_\_  
**Marina Majagaladze**  
Financial Manager

30 June 2023

30 June 2023

The notes on pages 9 to 14 form an integral part of these special purpose project financial statements.

**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO. 8547-GE**

**STATEMENT OF SOURCES AND USES OF FUNDS  
FOR THE YEAR ENDED 31 DECEMBER 2022  
(in US Dollars)**

	Actual as at		Planned as at		Variance	
	Period to date	Cumulative to date	Period to date	Cumulative to date	Period to date	Cumulative to date
			<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>
<b>FUNDS RECEIVED BY SOURCES</b>						
International Bank for Reconstruction and Development ("IBRD") funds	15,514,596	70,330,011				
Government of Georgia ("GoG") co-financing	60,780	2,889,786				
<b>TOTAL FUNDS RECEIVED</b>	<b>15,575,376</b>	<b>73,219,797</b>				
<b>LESS: EXPENDITURES</b>						
Component 1 – Improvement and Asset Management of the E-60 Highway (IBRD - 85%)	15,344,566	65,284,750	15,344,566	65,284,750	-	-
Component 2 - Technical assistance to MoESD (IBRD – 85%)	152,362	811,460	152,362	811,460	-	-
Component 3 – Project Management Support (IBRD – 85%)	106,746	279,636	106,746	279,636	-	-
Component 4 – Preparation of designs and supporting studies for future projects	7,163	15,908	7,163	15,908	-	-
<b>IBRD TOTAL</b>	<b>15,610,837</b>	<b>66,391,754</b>	<b>15,610,837</b>	<b>66,391,754</b>	<b>-</b>	<b>-</b>
Component 1 – Improvement and Asset Management of the E-60 Highway (GoG – 15%)	53,381	2,020,640	53,381	2,020,640	-	-
Component 2 – Technical assistance to MoESD (GoG -15%)	4	323	4	323	-	-
Component 3 - Project Management Support	6,753	15,882	6,753	15,882	-	-
<b>GoG TOTAL</b>	<b>60,138</b>	<b>2,036,845</b>	<b>60,138</b>	<b>2,036,845</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES BY COMPONENTS</b>	<b>15,670,975</b>	<b>68,428,599</b>	<b>15,670,975</b>	<b>68,428,599</b>	<b>-</b>	<b>-</b>
<b>UNALLOCATED</b>						
Front end fees	-	350,000	-	350,000	-	-
Non-Component – Staff Out Members	642	852,965	642	852,965	-	-
<b>TOTAL UNALLOCATED EXPENDITURES</b>	<b>642</b>	<b>1,202,965</b>	<b>642</b>	<b>1,202,965</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECT EXPENDITURES</b>	<b>15,671,617</b>	<b>69,631,564</b>	<b>15,671,617</b>	<b>69,631,564</b>		
Foreign Exchange Difference	-	1,643,083	-	1,643,083		
<b>NET FLOWS OF FUNDS</b>	<b>(96,241)</b>	<b>1,945,150</b>				

The notes on pages 9 to 14 form an integral part of these special purpose project financial statements.

**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO. 8547-GE**

**STATEMENT OF BALANCE SHEET  
FOR THE YEAR ENDED 31 DECEMBER 2022  
(in US Dollars)**

	<b>31 December 2022</b>	<b>31 December 2021</b>
<b>ASSETS</b>		
IBRD Designated account	1,788,641	1,945,150
<b>TOTAL ASSETS</b>	<b>1,788,641</b>	<b>1,945,150</b>
<b>Funds received:</b>		
Funds received from IBRD	88,153,683	70,330,011
Funds received from GoG	2,921,749	2,889,786
<b>Total funds received</b>	<b>91,075,432</b>	<b>73,219,797</b>
<b>Project expenditures:</b>		
Financed by IBRD	84,371,935	66,391,754
Financed by GoG	2,921,773	2,889,810
Unallocated	350,000	350,000
<b>Total project expenditures</b>	<b>87,643,708</b>	<b>69,631,564</b>
Foreign exchange difference	1,643,083	1,643,083
<b>TOTAL PROJECT EXPENDITURES AND OTHER FUNDS</b>	<b>1,788,641</b>	<b>1,945,150</b>

The special purpose project financial statements were approved by the management of LEPL Eurasian Transport Corridor Investment Center / Transport Reform and Rehabilitation Center on 30 June 2023 and were signed on its behalf by:

  
**Giorgi Tsagareli**  
 Director

30 June 2023

  
**Marina Majagaladze**  
 Financial Manager

30 June 2023

The notes on pages 9 to 14 form an integral part of these special purpose project financial statements.



**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO.8547-GE**

**STATEMENT OF EXPENDITURE WITHDRAWAL SCHEDULE  
FOR THE YEAR ENDED 31 DECEMBER 2022  
(in US Dollars)**

*Statement of Expenditure Withdrawal Schedule for the year ended 31 December 2022:*

Withdrawal No.	Withdrawal application date	Total SOE in withdrawal schedule	Total SOE attributable to 2020	Total SOE attributable to 2021	Total SOE attributable to 2022	Attributable to 2022 - Component 1	Attributable to 2022 - Component 2	Attributable to 2022 - Component 3	Total SOE attributable to 2023 <i>Unaudited</i>
47	5-Feb-21	13,611	12,095	1,515	-	-	-	-	-
083	7-Oct-21	5,627	-	5,627	-	-	-	-	-
112	24-May-22	30,597	-	23,149	7,448	-	-	7,448	-
131	29-Feb-22	8,072	-	-	8,072	-	-	8,072	-
159	31-May-23	9,020	-	-	1,179	-	-	1,179	7,842
		<b>66,927</b>	<b>12,095</b>	<b>30,291</b>	<b>16,699</b>	-	-	<b>16,699</b>	<b>7,842</b>

*Statement of Expenditure Withdrawal Schedule for the year ended 31 December 2021:*

Withdrawal No.	Withdrawal application date	Total SOE in withdrawal schedule	Total SOE attributable to 2019	Total SOE attributable to 2020	Total SOE attributable to 2021	Attributable to 2021 - Component 1	Attributable to 2021 - Component 2	Attributable to 2021 - Component 3	Total SOE attributable to 2022 <i>Unaudited</i>
47	5-Feb-21	13,611	-	12,095	1,515	-	-	1,515	-
083	7-Oct-21	5,627	-	-	5,627	-	-	5,627	-
0112	24-May-22	30,597	-	-	23,149	-	4,698	18,451	7,448
		<b>49,835</b>	-	<b>12,095</b>	<b>30,291</b>	-	<b>4,698</b>	<b>25,593</b>	<b>7,448</b>

The special purpose project financial statements were approved by the management of LEPL Eurasian Transport Corridor Investment Center / Transport Reform and Rehabilitation Center on 30 June 2023 and were signed on its behalf by:

  
**Giorgi Tsagareli**  
**Director**

30 June 2023

  
**Marina Majagaladze**  
**Financial Manager**

30 June 2023

The notes on pages 9 to 14 form an integral part of these special purpose project financial statements.

**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO.8547-GE**

**STATEMENT OF DESIGNATED ACCOUNT  
FOR THE YEAR ENDED 31 DECEMBER 2022  
(in US Dollars)**


Account No. 202250201  
 Depository Bank State Treasury  
 Address 16 V. Gorgasali street  
 Tbilisi, 0114  
 Georgia

<b>Balance as at 1 January 2022</b>	<u><b>1,945,150</b></u>
<b>ADD</b>	
Funds received from IBRD in 2022: Replenishments	-
Direct Payment	<u>-</u>
<b>DEDUCT</b>	
Funds used for the Project expenditures in 2022 Funds used via Designated Accounts	(156,509)
Direct Payment	-
Foreign Exchange Difference	<u>-</u>
<b>Balance as at 31 December 2022</b>	<u><u><b>1,788,641</b></u></u>
<b>Balance as at 1 January 2021</b>	<u><b>2,041,391</b></u>
<b>ADD</b>	
Funds received from IBRD in 2021: Replenishments	-
Direct Payment	<u>-</u>
<b>DEDUCT</b>	
Funds used for the Project expenditures in 2021 Funds used via Designated Accounts	(96,241)
Direct Payment	-
Foreign Exchange Difference	<u>-</u>
<b>Balance as at 31 December 2021</b>	<u><u><b>1,945,150</b></u></u>

The special purpose project financial statements were approved by the management of LEPL Eurasian Transport Corridor Investment Center / Transport Reform and Rehabilitation Center on 30 June 2023 and were signed on its behalf by:

  
 \_\_\_\_\_  
**Giorgi Tsagareli**  
 Director

30 June 2023

  
 \_\_\_\_\_  
**Marina Majagaladze**  
 Financial Manager

30 June 2023

The notes on pages 9 to 14 form an integral part of these special purpose project financial statements.

# LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT REFORM AND REHABILITATION CENTER EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT LOAN NO.8547-GE

## NOTES TO THE SPECIAL PURPOSE PROJECT FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022 (in US Dollars)

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### 1. BACKGROUND

The Investment Center for Euro-Asian Transport Corridor was established in 1995 as a non-entrepreneurial and non-profit legal entity under the laws of Georgia, in accordance with the Georgian Presidential Decree N 119 dated 16 April 1995. The founder of the Investment Center for Euro-Asian Transport Corridor is the Georgian Government.

A project unit named “LEPL Eurasian Transport Corridor Investment Center” / “Transport Reform and Rehabilitation Center” (the “Center”) was formed within the Investment Center for Euro-Asian Transport Corridor. The Center’s principal activity is to manage allocated credits/loans received from the International Development Association (“IDA”), the International Bank for Reconstruction and Development (“IBRD”), the Asian Development Bank (“ADB”) and the European Investment Bank (“EIB”) and monitor the implementation of transport sector projects.

The Center implements the East-West Highway Corridor Improvement Project (the “Project”), financed under the International Bank for Reconstruction and Development (the “IBRD”). The Loan Agreement No.8547-GE (the “Agreement”) in the amount of 140 million United States Dollars (“USD”) was signed between the Government of Georgia (“GoG”) and IBRD on 10 February 2016 (“inception”). The main objectives of the Project are: upgrading of existing 2-lane East-West Highway from Zemo Osiauri-Km 5.8 to Chumateleti (8.0 Km) to a 2-lane dual carriageway road, including 7 bridges and 3 tunnels. Build on the on-going institutional strengthening activities financed under the on-going highway project. Also provide support to strength Roads Department’s (RD) Intelligent Transport System (ITS) Unit and complement the road safety activities by providing real time information to improve mobility and traffic safety along the corridor. The project will also provide technical support to Ministry of Economy and Sustainable Development (MESD) to develop and implement a logistics strategy.

### 2. BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

**Statement of compliance** – These special purpose project financial statements have been prepared in accordance with the Cash Basis International Public Sector Accounting Standard, *Financial Reporting under a Cash Basis of Accounting*, and in conformity with the World Bank’s Financial Management Sector Board’s “Guidelines: Annual Financial Reporting and Auditing for World Bank-Financed Activities” (the “World Bank Guidelines”).

The purpose of these special purpose project financial statements is to provide information to the Government of Georgia and International Bank for Reconstruction and Development (IBRD) to assist them in evaluating the Project implementation.

**Cash basis of accounting** - Project financing is recognized as a source of project funds when the cash is received. Project expenditures are recognized as a use of project funds when the payments are made.

**Presentation currency** – The national currency of Georgia is the Georgian Lari (“GEL”). These special purpose project financial statements are presented in United States Dollars (“US Dollar” or “USD”), in conformity with World Bank Guidelines. All financial information presented in USD has been rounded to the nearest USD unless otherwise stated.

**Transactions in other currencies** – Transactions in currencies other than presentation currency are converted to US Dollars at the exchange rate prevailing at the date of the transaction.

**Cash** – Cash represents balances with State Treasury of Georgia.

**LEPL EURASIAN TRANSPORT CORRIDOR INVESTMENT CENTER / TRANSPORT  
REFORM AND REHABILITATION CENTER  
EAST-WEST HIGHWAY CORRIDOR IMPROVEMENT  
LOAN NO.8547-GE**

**NOTES TO THE SPECIAL PURPOSE PROJECT FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 31 DECEMBER 2022  
(in US Dollars)**

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**3. DESIGNATED ACCOUNT**

Designated account is a designated disbursement account of the Project that is maintained in US Dollars at the State Treasury to ensure the payment of eligible expenditures, within defined limits, which do not require individual authorization from IBRD in accordance with the Agreement.

**4. BASIS OF FUNDING**

The total cost of the Project is estimated at USD 164 million. The expenditures of all works, goods and consultant service contracts, including all applicable taxes amount to USD 140 million, which is 85% of total Project cost, is co-financed by proceeds received from IBRD. The balance of USD 24 million, which is 15% of total Project cost is co-financed by proceeds received from the GoG. The land acquisition and associated resettlement costs are funded entirely by the GoG.

**5. METHODS OF WITHDRAWAL**

The methods of withdrawal used from the inception of the loan to 31 December 2022 were as follows:

**(a) Designated account**

The Center withdraws the eligible amounts from the Designated account and prepares and sends replenishment requests to the World Bank with authorized signatures. The replenishment requests and respective documentation are reviewed by the World Bank and an approved amount is transferred to the Designated account.

**(b) Direct Payment**

Available amounts are drawn from time to time within limits determined under the loan agreement for direct payments of eligible expenditures for sub-projects. Direct payments are made by the World Bank directly to third parties. The Center forms withdrawal applications for request of direct payments and sends it to the World Bank, for settlement.

**(c) GoG Current Account**

The Project maintains a separate account where funds from the GOG are accumulated. The funds are further disbursed to sub-contractors based on the share of expenditures to be incurred. The project has common GEL account and special organization code for their funds in State Treasury of Georgia.

**6. STATEMENT OF EXPENDITURES (SOE)**

Withdrawals are to be made on the basis of SOEs for expenses on contracts within the following contractual limits:

- (i) All expenditures for works valued at less than USD 10,000,000;
- (ii) Consultant services contracts (firms) valued at less than USD 300,000;
- (iii) Consultant services contracts (individuals) valued at less than USD 200,000;
- (iv) All expenditures for goods and non-consulting services valued at less than USD 50,000.

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**7. RECONCILIATION OF AMOUNTS SHOWN AS RECEIVED FROM THE IBRD TO ACTUAL  
EXPENDITURES OF THE PROJECT**

	<u>31 December 2022</u>
<b>Application of Withdrawals Schedule</b>	
Expenses incurred in 2022 as per the Applications of Withdrawals Schedule	(17,823,672)
Expenses application for 2023 with charges applied in 2022	(156,509)
	<u><b>(17,980,181)</b></u>
IBRD funds received in 2022	17,823,672
Foreign Exchange difference:	-
<b>Add:</b>	
<b>Opening Balance</b>	
Designated account	1,945,150
	<u><b>1,945,150</b></u>
<b>Less:</b>	
<b>Closing Balance</b>	
Designated account	1,788,641
	<u><b>1,788,641</b></u>
<b>TOTAL EXPENDITURES INCURRED IN 2021</b>	<u><b>(17,980,181)</b></u>

	<u>31 December 2021</u>
<b>Application of Withdrawals Schedule</b>	
Expenses incurred in 2021 as per the Applications of Withdrawals Schedule	(15,610,835)
Expenses incurred in 2021 as without the Applications of Withdrawals Schedule	(2)
	<u><b>(15,610,837)</b></u>
IBRD funds received in 2021	15,514,596
Foreign Exchange difference:	-
<b>Add:</b>	
<b>Opening Balance</b>	
Designated account	2,041,391
	<u><b>2,041,391</b></u>
<b>Less:</b>	
<b>Closing Balance</b>	
Designated account	1,945,150
	<u><b>1,945,150</b></u>
<b>TOTAL EXPENDITURES INCURRED IN 2021</b>	<u><b>(15,610,837)</b></u>

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**8. PROJECT EXPENDITURES BY COMPONENTS**

Project activities	Actual as at 31 December 2022		Planned as at 31 December 2022		Variance	
	Period to Date	Cumulative to date	Period to date <i>Unaudited</i>	Cumulative to date <i>Unaudited</i>	Period to date <i>Unaudited</i>	Cumulative to date <i>Unaudited</i>
<b>Component 1 - Improvement and Asset Management</b>						
Civil works	15,523,447	74,680,499	15,523,447	74,680,499	-	-
Consultancy	2,323,944	8,451,643	2,323,944	8,451,643	-	-
Land Acquisition	12,581	1,570,749	12,581	1,570,749	-	-
Compensation for Land	-	462,471	-	462,471	-	-
<b>TOTAL COMPONENT 1</b>	<b>17,859,972</b>	<b>85,165,362</b>	<b>17,859,972</b>	<b>85,165,362</b>	-	-
<b>Component 2 – Institutional Strengthening and Technical Assistance</b>						
Feasibility Study	-	373,094	-	373,094	-	-
Consultancy	-	419,137	-	419,137	-	-
Staff Training	-	14,850	-	14,850	-	-
Infrastructure	-	4,702	-	4,702	-	-
<b>TOTAL COMPONENT 2</b>	<b>-</b>	<b>811,783</b>	<b>-</b>	<b>811,783</b>	<b>-</b>	<b>-</b>
<b>Component 3 - Project Management Support</b>						
Consultancy	122,558	415,851	122,558	415,851	-	-
Incremental Operating Costs	-	2,225	-	2,225	-	-
<b>TOTAL COMPONENT 3</b>	<b>122,558</b>	<b>418,076</b>	<b>122,558</b>	<b>418,076</b>	<b>-</b>	<b>-</b>
<b>Component 4 – Preparation of designs and supporting studies for future projects</b>						
Consultancy	5,707	21,615	5,707	21,615	-	-
<b>TOTAL COMPONENT 4</b>	<b>5,707</b>	<b>21,615</b>	<b>5,707</b>	<b>21,615</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES BY COMPONENTS UNALLOCATED</b>	<b>17,988,237</b>	<b>86,416,836</b>	<b>17,988,237</b>	<b>86,416,836</b>	<b>-</b>	<b>-</b>
Front end fees	-	350,000	-	350,000	-	-
Consultancy	23,907	876,872	23,907	876,872	-	-
<b>TOTAL UNALLOCATED EXPENDITURES</b>	<b>23,907</b>	<b>1,226,872</b>	<b>23,907</b>	<b>1,226,872</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECT EXPENDITURES</b>	<b>18,012,144</b>	<b>87,643,708</b>	<b>18,012,144</b>	<b>87,643,708</b>	<b>-</b>	<b>-</b>

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Project activities	Actual as at 31 December 2021		Planned as at 31 December 2021		Variance	
	Period to Date	Cumulative to date	Period to date	Cumulative to date	Period to date	Cumulative to date
			<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>	<i>Unaudited</i>
<b>Component 1 - Improvement and Asset Management</b>						
Civil works	13,575,684	59,157,052	13,575,684	59,157,052	-	-
Consultancy	1,768,882	6,127,699	1,768,882	6,127,699	-	-
Land Acquisition	51,993	1,558,168	51,993	1,558,168	-	-
Compensation for Land	1,388	462,471	1,388	462,471	-	-
<b>TOTAL COMPONENT 1</b>	<b>15,397,947</b>	<b>67,305,390</b>	<b>15,397,947</b>	<b>67,305,390</b>	-	-
<b>Component 2 – Institutional Strengthening and Technical Assistance</b>						
Feasibility Study	-	373,094	-	373,094	-	-
Consultancy	147,664	419,137	147,664	419,137	-	-
Staff Training	-	14,850	-	14,850	-	-
Infrastructure	4,702	4,702	4,702	4,702	-	-
<b>TOTAL COMPONENT 2</b>	<b>152,366</b>	<b>811,783</b>	<b>152,366</b>	<b>811,783</b>	-	-
<b>Component 3 - Project Management Support</b>						
Consultancy	111,274	293,293	111,274	293,293	-	-
Incremental Operating Costs	2,225	2,225	2,225	2,225	-	-
<b>TOTAL COMPONENT 3</b>	<b>113,499</b>	<b>295,518</b>	<b>113,499</b>	<b>295,518</b>	-	-
<b>Component 4 – Preparation of designs and supporting studies for future projects</b>						
Consultancy	7,163	15,908	7,163	15,908	-	-
<b>TOTAL COMPONENT 4</b>	<b>7,163</b>	<b>15,908</b>	<b>7,163</b>	<b>15,908</b>	-	-
<b>TOTAL EXPENDITURES BY COMPONENTS</b>	<b>15,670,975</b>	<b>68,428,599</b>	<b>15,670,975</b>	<b>68,428,599</b>	-	-
<b>UNALLOCATED</b>						
Front end fees	-	350,000	-	350,000	-	-
Consultancy	642	852,965	642	852,965	-	-
<b>TOTAL UNALLOCATED EXPENDITURES</b>	<b>642</b>	<b>1,202,965</b>	<b>642</b>	<b>1,202,965</b>	-	-
<b>TOTAL PROJECT EXPENDITURES</b>	<b>15,671,617</b>	<b>69,631,564</b>	<b>15,671,617</b>	<b>69,631,564</b>	-	-

The Project consists of the following main components:

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- Upgrading of existing two-lane East-West Highway from Zemo Osiauri-Km 5.8 to Chumateleti to a two-lane dual carriageway road. The section to be upgraded is approximately 8.0 Km long and runs through hilly and mountains terrain, thus requiring many structural works including three tunnels and seven bridges. The upgrading of the road requires traffic capacity expansion, a dual carriageway including man-made structures in difficult topographic and geological conditions.
- Strengthening the Roads Department's Intelligent Transport System Unit complement the road safety activities by providing real time information to improve mobility and traffic safety along the corridor. Also, technical assistance to Ministry of Economy and Sustainable Development (MESD) to develop and implement a logistic strategy.

The categories of expenditures incurred are presented in line with the categories specified in the Agreement.

Each components of the Project are further divided into four types of expenses for the SOE purposes: civil works, goods, consultants' services and operating costs.

**9. COMMITMENTS AND CONTINGENCIES**

Management is not aware of any commitments and contingencies which would have a material impact on this special purpose project financial statements as at 31 December 2022 and for the period then ended.

**10. GEORGIAN OPERATING ENVIRONMENT**

The Center's operations are located in Georgia. Consequently, the Center is exposed to the economic and financial markets of Georgia, which display characteristics of an emerging market. The legal, tax and regulatory frameworks continue development, but are subject to varying interpretations and frequent changes which together with other legal and fiscal impediments contribute to the challenges faced by entities operating in Georgia.

**11. APPROVAL OF SPECIAL PURPOSE PROJECT FINANCIAL STATEMENTS**

These special purpose project financial statements were authorized for issue by the management of the Center on 30 June 2023.