



# **Rehabilitation of an access road to Mitarbi Ropeway and Didveli Parking Extension, Borjomi Municipality**

## **Environmental and Social Screening and Environmental Management Plan**

**WORLD BANK FINANCED  
Third Regional Development Project**

**June 2018**

## Sub-project Description

Under the presented sub-project (SP), it is planned to rehabilitate access road village Mitarbi (total length- 2080 m) and Kokhtagora (total length - 500 m, width - 5 to 7 m) in Borjomi Municipality and arrange a parking area and tourist infrastructure at Didveli.

Thus, the SP envisages implementation of the following works for rehabilitation of the road:

- Arrangement of the road shoulder with sand-gravel material;
- Arrangement of new gabions along the road;
- Arrangement of the road pavement with reinforced cement concrete layer (2,580 m);
- Arrangement of cuvettes along the road with metal grates;
- Arrangement of junctions and driveways;
- Placing of warning signs and marking of the road to be rehabilitated.

The parking area, intended for 152 cars, will be located adjacent to Didveli cablecar station, on the both sides of the road. On the right side of the road taxis parking will be arranged. Currently, the existing parking space does not meet modern standards and requirements. Under the component of the SP, arrangement of asphalt layer, shoulders with sand-gravel material and basalt edgings along the parking area are planned. Adjacent to the parking area, mechanical metal tollbar will be arranged to prevent cars inside the territory of parking.

As for the tourist infrastructure (321 m<sup>2</sup>), it will be arranged adjacent to taxparking. It will consist of different functional facilities such as public toilet (including people with disabilities), a medical point, a storage, a security room, lockers, a ticket booth, a storeroom and an office for renting of skiing equipment. The building will be connected to the wastewater treatment unit (25 m<sup>3</sup>/day) adjacent to the tourist infrastructure. Treated water will not have any negative impact on the local environment. Treated water will be discharged into the nearby ravine. The Technical characteristics of treating facility and treatment data do not exceed the norms established by the environmental technical regulation approved by Resolution No. 17, January 3, 2014 of Georgian Government. The building will be connected to the existing water supply system. Installation of aluminium windows and doors is planned. Shingle will be used as a roofing material.

The land plots intended for the parking areas and tourist infrastructure are registered as property of Mountain Resorts Development Company LTD (see attachment 1).

Borjomi municipality will be responsible for maintenance of the road based on the "Investment Financing Agreement between Municipal Development Fund of Georgia and Self-governing Body of Borjomi Municipality". Mountain Resorts Development Company LTD will be responsible for parking and other facilities based on the Investment Financing Agreement between Municipal Development Fund of Georgia and Mountain Resort Development Company.

## Environmental screening

### (A) IMPACT IDENTIFICATION

<p><b>Does the sub-project have tangible impact on the environment?</b></p>	<p>The SP will have a modest negative environmental impact and it is expected to have tangible long-term positive impact by providing comfortable environment for the local population and tourists.</p> <p>The main impact will be during the construction phase, which includes works for arrangement of the roadbed, pavement and ditches, movement and operation of heavy vehicles, supply of materials. The road to be rehabilitated is located within an area with strongly modified environment. Therefore, the impact is transitory and insignificant (noise, emissions, construction waste, temporary disturbance of traffic and access).</p>
<p><b>What are the significant beneficial and adverse environmental effects of sub-project?</b></p>	<p>The main impact will be during the construction phase, which includes works for rehabilitation of access road to Didveli and Kokhtagora, arrangement of parking area and tourist infrastructure at Didveli.</p> <p>The expected negative environmental impacts are likely to be short term and typical for small to medium scale rehabilitation works in urban landscape: noise, dust, vibration, and emissions from the operation of construction machinery; generation of construction waste; disruption of traffic and pedestrian access.</p> <p>After implementation of the SP, expenditures for road operation and care-maintenance, emission of health-harmful exhaust and fuel consumption will be decreased. Safety of traffic and tourist flows will be increased. Arrangement of the parking area and other facilities will improve touristic attraction. The increased tourist flows will have positive social impact through improvement of employment opportunities and supporting the development of tourism-based economy, mountainous and skiing tourism and cultural heritage circuits in the Samtskhe -Javakheti region.</p> <p>The nearest landfill is located in borough Tsagveri, Borjomi municipality.</p> <p>To minimize road crossing ponding and flooding risk, works for cleaning of the existing storm water ditches along the road is planned within the SP.</p> <p>Transportation of the inert materials and generated waste will slightly increase a road congestion, will cause disturbance of population / visitors and traffic interruption as well.</p>
<p><b>May the sub-project have any significant impact on the local communities</b></p>	<p>The SP will have a long-term positive social impact through improving living and transportation conditions of the local population. It will decrease existing negative impacts on community such as dust, emissions</p>

<p><b>and other affected people?</b></p>	<p>and noise. No land take and relocation are expected. Due to narrow road corridor (about 7-8 m) that lies between private properties (residential yards), arrangement of sidewalks is impossible without involuntary resettlement, which is justifiable neither from financial, nor from social standpoint. Alarming signs will be arranged to increase pedestrian safety. The long-term social impact will be positive, temporary jobs will be created during construction and hence, income of the part of local population will be increased. Implementation of the presented SP will improve touristic attraction and supporting the development of tourism-based economy and cultural heritage circuits in the Samtskhe -Javakheti region.</p>
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**(B) MITIGATION MEASURES**

<p><b>Were there any alternatives to the sub-project design considered?</b></p>	<p>As the SP envisages rehabilitation of the existing road, and parking area alternatives regarding to the SP design were not considered.</p>
<p><b>What types of mitigation measures are proposed?</b></p>	<p>The expected negative impacts of the construction phase can be easily mitigated. The contractor will be responsible for the waste disposal at the permitted location, use the quarry materials from the licensed quarries only, prevent water and soil from pollution (fuel spills due to equipment failure, raw asphalt/concrete spills), avoid disturbance of population (noise, dust, emissions) through proper work/supplies scheduling, traffic management, good maintenance of the construction machinery.</p> <p>In the process of the implementation period of rehabilitation works, it is necessary to manage traffic movement.</p> <p>Arrangement of warning road signs is envisaged to increase pedestrian safety.</p>
<p><b>What lessons from the previous similar projects have been incorporated into the sub-project design?</b></p>	<p>MDF have wide experience of implementation of medium and large-scale road and streets rehabilitation and parking arrangement sub-projects financed by various donor organizations. Based on lessons learned from previous similar projects, design envisages not only rehabilitation of road pavement but also rehabilitation of storm water ditches which will backing further maintenance of the road cover.</p>
<p><b>Have concerned communities been involved and have their interests and knowledge been adequately taken into consideration in sub-project preparation?</b></p>	<p>MDF disclosed present Environmental and Social Management Plan through its web page on 27/05/2019.</p>

**(C) CATEGORIZATION AND CONCLUSION**

Conclusion of the environmental screening:

1. Subproject is declined
2. Subproject is accepted

Subproject preparation requires:

1. Completion of the Environmental Management Checklist  
For Small Construction and Rehabilitation Activities
2. Environmental Review, including development of  
Environmental Management Plan

## Social Screening and Cultural Resource Screening of SP

Social safeguards screening information		Yes	No
1	Is the information related to the affiliation, ownership and land use status of the sub-project site available and verifiable? (The screening cannot be completed until this is available)	<b>X<sup>1</sup></b>	
2	Will the sub-project reduce people's access to their economic resources, such as land, pasture, water, public services, sites of common public use or other resources that they depend on?		<b>X</b>
3	Will the sub-project result in resettlement of individuals or families or require the acquisition of land (public or private, temporarily or permanently) for its development?		<b>X</b>
4	Will the project result in the temporary or permanent loss of crops, fruit trees and household infra-structure (such as ancillary facilities, fence, canal, granaries, outside toilets and kitchens, etc)?		<b>X</b>
If answer to any above question (except question 1) is "Yes", then OP/BP 4.12 Involuntary Resettlement is applicable and mitigation measures should follow this OP/BP 4.12 and the <b>resettlement Policy Framework</b>			
Cultural resources safeguard screening information		Yes	No
5	Will the project require excavation near any historical, archaeological or cultural heritage site?		<b>X</b>
If answer to question 5 is "Yes", then <b>OP/BP 4.11 Physical Cultural Resources</b> is applicable and possible chance finds must be handled in accordance with OP/BP and relevant procedures provided in the <b>Environmental and Social Management Framework</b> .			

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<sup>1</sup> The land plots intended for the parking area and tourist infrastructure are registered as property of Mountain Resort Development Company" LTD.

# Environmental Management Plan

## PART A: GENERAL PROJECT AND SITE INFORMATION

INSTITUTIONAL & ADMINISTRATIVE	
<b>Country</b>	Georgia
<b>Project title</b>	Third Regional Development Project (RDP 3)
<b>Sub-Project title</b>	Rehabilitation of an access road to Mitarbi Ropeway and Didveli Parking Extension, Borjomi Municipality
<b>Scope of site-specific activity</b>	<p>Under the presented sub-project (SP), it is planned to rehabilitate access road village Mitarbi (total length – 2,080 m) and Kokhtagora (total length - 500 m, width - 5 to 7 m) in Borjomi Municipality and arrange a parking area and tourist infrastructure at Didveli.</p> <p>Thus, the SP envisages implementation of the following works for rehabilitation of the road:</p> <ul style="list-style-type: none"> <li>- Arrangement of the road shoulder with sand-gravel material;</li> <li>- Arrangement of new gabions along the road;</li> <li>- Arrangement of the road pavement with reinforced cement concrete layer (2,580 m);</li> <li>- Arrangement of cuvettes along the road with metal grates;</li> <li>- Arrangement of junctions and driveways;</li> <li>- Placing of warning signs and marking of the road to be rehabilitated;</li> </ul> <p>The parking area, intended for 152 cars, will be located adjacent to Didveli Cablecar station, on the both sides of the road. On the right side of the road taxis parking will be arranged. Currently, the existing parking space does not meet modern standarts and requirements. Under the component of the SP, arrangement of asphalt layer, shoulders with sand-gravel material and basalt edgings along the parking area are planned. Adjacent to the parking area, mechanical metal tollbar will be arranged to prevent cars inside the territory of parking.</p> <p>As for the tourist infrastructure (321 m<sup>2</sup>), it will be arranged adjacent to taxparking. It will consist of differet functional facilities such as public toilet (including people with disabilities), a medcal cabinet, a security room, a chashier’s office, a storeroom and an office for renting of skiing equipment. The building will be connected to the wastewater treatment unit (25 m<sup>3</sup>day) adjacent to the tourist infrastructure. Treated water will not have any negative impact on the local environment. The Technical characteristics of treating facility and treatment data do not exceed the norms established by the environmental technical regulation approved by Resolution No. 17, January 3, 2014 of Georgian Government. The building will be connected to the existing</p>

	<p>water supply system. Installation of aluminium windows and doors is planned. Shingle will be used as roofing materials.</p> <p>The land plots intended for the parking areas and tourist infrastructure are registered as property of Mountain Resort Development Company” LTD (see attachment 1).</p> <p>Borjomi municipality will be responsible for maintenance of the road based on the Investment Financing Agreement between Municipal Development Fund of Georgia and Self-governing Body of Borjomi Municipality. Mountain Resort Development Company LTD will be responsible for parking and other facilities based on the Investment Financing Agreement between Municipal Development Fund of Georgia and Mountain Resort Development Company.</p>		
<b>Institutional arrangements (WB)</b>	<p><b>Task Team Leader:</b></p> <p>Rosanna Nitti</p>		<p><b>Safeguards Specialists:</b></p> <p>Darejan Kapanadze - Environment</p> <p>Sophia Georgieva - Social</p>
<b>Implementation arrangements (Borrower)</b>	<p><b>Implementing entity:</b></p> <p>Municipal Development Fund of Georgia</p>	<p><b>Works supervisor:</b></p> <p>JV of Soosung Engineering Co.Ltd. (Korea), Voyants Solutions Pvt. Ltd. (India) SAMAN Corporation (Korea) and GZAMSHENPROJECT LTD (Georgia)</p>	<p>Works contractor: (to be selected)</p>
<b>SITE DESCRIPTION</b>			
<b>Name of institution whose premises are to be rehabilitated</b>	Borjomi Municipality		LTD Mountain Resort Development Company under the Ministry of Economy and Sustainable Development
<b>Address and site location of institution whose premises are to be rehabilitated</b>	Borjomi, Meskheti st. # 5 Phone: (0367) 222416224499		<p>Mountain Resorts Development Company under the Ministry of Economy and Sustainable Development of Georgia</p> <p>70 Kostava Str., 0171, Tbilisi, Georgia Call Center: + (99532) 205 12 21 E-mail: info@mrg.gov.ge</p>
<b>Who owns the land? Who uses the land (formal/informal)?</b>	Borjomi Municipality		LTD Mountain Resort Development Company
<b>Description of physical and natural environment around the site</b>	Bakuriani is one of the most important skiing resorts in Georgia and located in the Borjomi district, on the northern slope of the Traileti Range, at an elevation of 1700 meters above sea level. The distance between Tbilisi and Bakuriani is 180 km and between Borjomi and Bakuriani it is just 30 km distance.		



	<p>The climate is transitional from humid maritime to relatively humid continental. The climate of Bakuriani is transitional from humid maritime to relatively humid continental. Average annual temperature of the town is 4.3°C. The average temperature in January is -7.3°C while the average August temperature is 15°C. The annual precipitation is 734 mm (28.9 in). The depth of snow from December to March is 64 cm (25.2 in).</p> <p>The road to be rehabilitated passes through populated as well as unpopulated areas. It connects bakuriani to village Mitarbi and Kokhtagora. It represents a muddy earth road. The ditches are filled with soil and mud. In certain sections the ditches are missing. Storm water flows over the road and creates deep trenches, making traffic movement extremely hard.</p> <p>Didveli, Mitarbi and Kokhta are skiing areas offering tracks of differing difficulty for all types of skiers. The tracks are equipped with artificial snow-making systems. The existing parking area at Didveli does not meet the modern standart and requirements, especcially in the winter season.</p> <p>The existing motor road is much damaged. Neiother curves nor grades meet technical requirements for motor roads. The drainage system is broken down, and water is flowing on the road pavement. The pavement is considerably eroded. Majority of the existing culverts is damaged and unserviceable.</p>
<p><b>Locations and distance for material sourcing, especially aggregates, water, stones?</b></p>	<p>The nearest landfill is located in borough Tsagveri, Borjomi municipality. During the work, execution on the site the water was supplied from the local central water supply system.</p>
<p><b>LEGISLATION</b></p>	
<p><b>National &amp; local legislation &amp; permits that apply to project activity</b></p>	<p>The SP has been classified as low risk Category B according to the World Bank policies and the ESMF.</p> <p>Acording to the Environmental Impact Assessment code of Gerogia, the SP does not require issuance of environmental conclusion, though according to the national regulatory system:</p> <ul style="list-style-type: none"> <li>i. construction materials must be obtained from licensed providers,</li> <li>ii. if contractor wishes to open quarries or extract material from river bed (rather than purchasing these materials from other providers), then the contractor must obtain licenses for extraction,</li> <li>iii. if contractor wishes to operate own asphalt or Cement-concrete mixing plant (rather than purchasing these materials from other providers), then the contractor must obtain an environmental permit with an established ceiling of pollutant concentrations in emissions and technical report on inventory of atmospheric air pollution stationary source agreed with Ministry of Environment and Natural Resources Protection.</li> <li>iv. Permanent placement of the inert material (cut ground and sedimentary soil) generated in the course of earth works in a selected location must be approved by local (municipal) governing bodies in written;</li> </ul>

	<p>v. If over 200 tons of non hazardous waste or over 1000 tons of inert materials or more than 120 kg of hazardous waste is generated annually (calculation apply to a calendar year) as a result of contractor's general activities, they shall prepare and cause the Ministry of Environment and Natural Resources of Georgia to approve the inventarisation of Waste and Waste Management Plan for the Company, appoint an environmental manager, and submit an information on his/her identity to the Ministry of Environment and Natural Resources Protection of Georgia in accordance with requirements of the Waste Code of Georgia.</p> <p>GOST and SNIP norms must be adhered.</p>
<b>PUBLIC CONSULTATION</b>	
<b>When / where the public consultation process will take /took place</b>	MDF disclosed present Environmental and Social Management Plan through its web page on 27/05/2019.
<b>ATTACHMENTS</b>	
<b>Attachment 1:</b> Site maps of the SP implementation places, cadastral information, orthophoto and pictures	

**PART B: SAFEGUARDS INFORMATION**

<b>ENVIRONMENTAL /SOCIAL SCREENING</b>			
	Activity/Issue	Activity/Issue	Activity/Issue
Will the site activity include/involve any of the following?	1. road rehabilitation	<input checked="" type="checkbox"/> Yes [ ] No	See Section A below
	2. New construction	<input checked="" type="checkbox"/> Yes [ ] No	See Section A below
	3. Individual wastewater treatment Unit	<input checked="" type="checkbox"/> Yes [ ] No	See Section B below
	4. Historic building(s) and districts	[ ] Yes <input checked="" type="checkbox"/> No	See Section C below
	5. Acquisition of land <sup>2</sup>	[ ] Yes <input checked="" type="checkbox"/> No	See Section D below
	6. Hazardous or toxic materials <sup>3</sup>	[ ] Yes <input checked="" type="checkbox"/> No	See Section E below
	7. Impacts on forests and/or protected areas	[ ] Yes <input checked="" type="checkbox"/> No	See Section F below
	8. Handling / management of medical waste	[ ] Yes <input checked="" type="checkbox"/> No	See Section G below
	9. Traffic and Pedestrian Safety	<input checked="" type="checkbox"/> Yes [ ] No	See Section H below

<sup>2</sup>Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transferred and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

<sup>3</sup>Toxic / hazardous material includes but is not limited to asbestos, toxic paints, noxious solvents, removal of lead paint, etc.

**PART C: MITIGATION MEASURES**

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
<b>0. General Conditions</b>	Notification and Worker Safety	(a) The local construction and environment inspectorates and communities have been notified of upcoming activities (b) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works) (c) All legally required permits have been acquired for construction and/or rehabilitation (d) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment. (e) Workers' PPE will comply with international good practice (always hardhats, as needed masks and safety glasses, harnesses and safety boots) (f) Appropriate signposting of the sites will inform workers of key rules and regulations to follow.
<b>A. General Rehabilitation and /or Construction Activities</b>	Air Quality	(a) The surrounding environment (sidewalks, roads) shall be kept free of debris to minimize dust (b) There will be no open burning of construction / waste material at the site (c) There will be no excessive idling of construction vehicles at sites (d) Truck loads should be confinement and protected with lining.
	Noise	(a) Construction noise will be limited to restricted times agreed to in the permit (b) During operations the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible (c) The machinery should move only along the preliminarily agreed route; (d) The maximum allowed speed should be restricted; (e) Proper technical control and maintenance practices of the machinery should be applied; (f) No-load operations of the vehicles and heavy machinery are not allowed. Proper mufflers will be used on machinery.
	Water Quality	(a) Contractor will be required to organize and cover material storage areas. The material storage sites should be protected from washing out during heavy rain falls and flooding through covering by impermeable materials. Appropriate erosion and sediment control measures will be established such as e.g. hay bales and / or silt fences to prevent sediment from moving off site and causing excessive turbidity in nearby streams and rivers; (b) Contractor will plan all excavations, topsoil and subsoil storage so as to reduce to a minimum any runoff; (c) Revision of vehicles will be required to ensure that there is no leakage of fuel and lubricating materials. All machinery will be maintained and operated such that all leaks and spills of materials will be minimised. Daily plant checks (Vehicle Maintenance Procedure) will be undertaken to ensure no leaks or other problems are apparent.

		<p>Vehicle maintenance, cleaning, degreasing etc. will be undertaken in designated areas, of hard-standing, not over made ground. Maintenance points will not be located within 50m of any watercourse;</p> <p>(d) Lubricants, fuel and solvents should be stored and used for servicing machinery exclusively in the designated sites, with adequate lining of the ground and confinement of possible operation and emergency spills. Spill containment materials (sorbents, sand, sawing, chips etc.) should be available on construction site;</p> <p>(e) Wet cement and/or concrete will not be allowed to enter any watercourse, pond or ditch.</p> <p>(f) Works on the bridges. Contractor shall ensure proper handling of paints materials, oil and lubricants to avoid any spillage of them into the water. It is not advised to paint the metal railings with the sprayer. Storage of potentially polluting materials within 50 m of watercourses is prohibited. Dumping of waste in the rivers/watercourses is prohibited.</p>
	Waste management	<p>(a) Waste collection and disposal pathways and sites will be identified for all major waste types expected from demolition and construction activities.</p> <p>(b) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid and chemical wastes by on-site sorting and stored in appropriate containers.</p> <p>(c) The records of waste disposal will be maintained as proof for proper management as designed.</p> <p>(d) Whenever feasible the contractor will reuse and recycle appropriate and viable materials.</p>
	Material supply	<p>a) Use existing plants, quarries or borrow pits that have appropriate official approval or valid operating license.</p> <p>b) Obtain licenses for any new quarries and/or borrowing areas if their operation is required;</p> <p>c) Reinstate used sections of quarries and/or borrowing areas as extraction proceeds on or properly close quarries if extraction completed and license expired;</p> <p>d) Haul materials in off peak traffic hours;</p> <p>e) Place speed regulating, diverting, and warning signs for traffic as appropriate.</p>
	Toxic / hazardous substances management	<p>(a) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information</p> <p>(b) The containers of hazardous substances shall be placed in a leak-proof container to prevent spillage and leaching</p> <p>(c) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.</p> <p>(h) Paints with toxic ingredients or solvents or lead-based paints will not be used.</p>
<b>H Traffic and Pedestrian Safety</b>	Direct or indirect hazards to public traffic and pedestrians by	<p>In compliance with national regulations the contractor will insure that the construction site is properly secured and construction related traffic regulated. This includes but is not limited to</p> <ul style="list-style-type: none"> <li>- Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the public warned of all potential hazards</li> </ul>

	construction activities	<ul style="list-style-type: none"><li>- Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes.</li><li>- Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement</li><li>- Active traffic management by trained and visible staff at the site, if required for safe and convenient passage for the public.</li><li>- To arrange speed bumps to reduce vehicle speed and appropriate signs (road narrows/mind pedestrians) in agreement with local traffic police.</li></ul>
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**PART D: MONITORING PLAN**

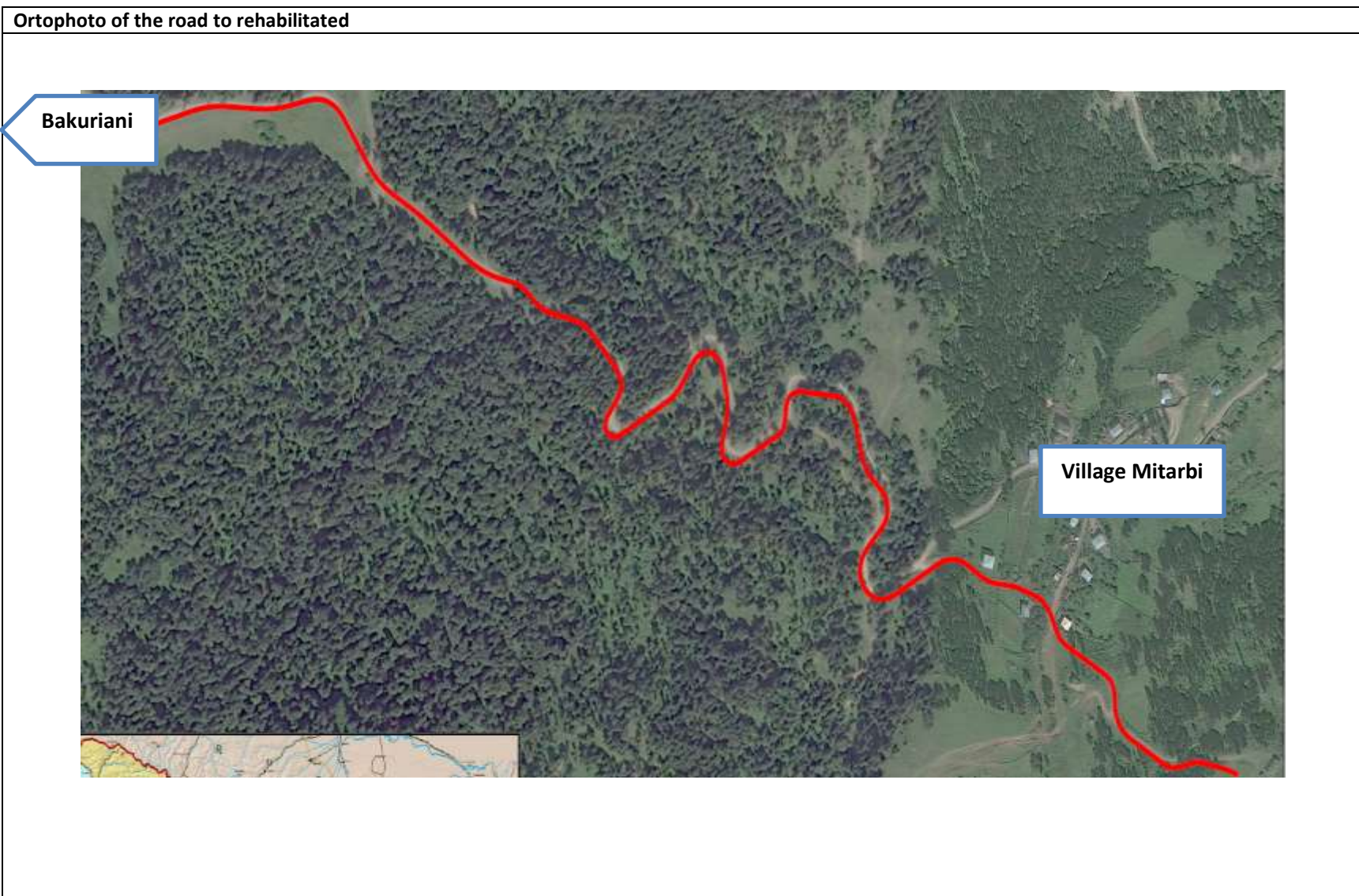
Activity	What (Is the parameter to be monitored?)	Where (Is the parameter to be monitored?)	How (Is the parameter to be monitored?)	When (Define the frequency / or continuous?)	Why (Is the parameter being monitored?)	Who (Is responsible for monitoring?)
<b>CONSTRUCTION PHASE</b>						
Supply with construction materials	Purchase of construction materials from the officially registered suppliers	In the supplier's office or warehouse	Verification of documents	During conclusion of the supply contracts	To ensure technical reliability and safety of infrastructure	MDF, Construction supervisor
Transportation of construction materials and waste Movement of construction machinery	Technical condition of vehicles and machinery; Confinement and protection of truck loads with lining; Respect of the established hours and routes of transportation	Construction site	Inspection	Unannounced inspections during work hours and beyond	Limit pollution of soil and air from emissions; Limit nuisance to local communities from noise and vibration; Minimize traffic disruption.	MDF, Construction supervisor, Traffic Police
Sourcing of inert material	Purchase of material from the existing suppliers if feasible; Obtaining of extraction license by the works contract and strict compliance with the license conditions; Terracing of the borrow area, backfilling to the exploited areas of the borrow site, and landscape harmonization; Excavation of river gravel and sand from outside of the water stream, arrangement of	Borrowing areas	Inspection of documents Inspection of works	In the course of material extraction	Limiting erosion of slopes and degradation of ecosystems and landscapes; Limiting erosion of river banks, water pollution with suspended particles and disruption of aquatic life.	MDF, Construction supervisor

	protective barriers of gravel between excavation area and the water stream, and no entry of machinery into the water stream.					
Generation of construction waste	Temporary storage of construction waste in especially allocated areas;  Timely disposal of waste to the formally designated locations	Construction site; Waste disposal site	Inspection	Periodically during construction and upon complaints	Prevent pollution of the construction site and nearby area with solid waste	MDF,  Construction supervisor
Traffic disruption and limitation of pedestrian access	Installation of traffic limitation/diversion signage; Storage of construction materials and temporary placement of construction waste in a way preventing congestion of access roads	At and around the construction site	Inspection	In the course of construction works	Prevent traffic accidents; Limit nuisance to local residents	MDF, Construction supervisor
Workers' health and safety	Provision of uniforms and safety gear to workers; Informing of workers and personnel on the personal safety rules and instructions for operating machinery/equipment, and strict compliance with these rules/instructions	Construction site	Inspection	Unannounced inspections in the course of work	Limit occurrence of on-the-job accidents and emergencies	MDF, Construction supervisor
<b>OPERATION PHASE</b>						
Maintenance of rehabilitated road	Maintenance of relevant road signage for traffic safety; Demarcation of the sections of streets under repair;	Rehabilitated sections of roads	Inspection	During maintenance works	Prevent road accidents and disruption of traffic	Borjomi municipality



	Disposal of asphalt and or other waste from the repair works to the designated landfill.					
Maintenance of Tourist infrastructure and parking area	No unauthorized construction and no informal land use in the vicinity of parking and tourist infrastructure	Rehabilitated facilities	Inspection	During operation of facilities	Prevent loss of the historical and aesthetic values of the site and surrounding area	Mountain Resort Development Company

**Appendix I. Site maps of sub-project implementation places, pictures**







Orthophoto of Parking area and other facilities



Renders of tourist infrastructure



**Cadastral Information of Parking Areas and tourist infratructure**



საქართველოს ტერიტორიების კოდა N 64.30.04.840

**ამონაწერი საჯარო რეესტრლიდან**

განცხადების რეგისტრაცია  
N 892017255823 - 21/12/2017 16:05:15

შომწოდების თარიღი  
26/12/2017 18:25:28

**საკუთრების განყოფილება**

ზონა	სექტორი	კვარტალი	ნაკვეთი	ნაკვეთის საკუთრების გიზა: ამონაწერი
ბორჯომის	დბა ბაკურიანი		04	840

ნაკვეთის დანიშნულება: არასასოფლო-სამეურნეო დამუშავებელი ფართობი: 32747.00 კვ.მ.  
ნაკვეთის წინა ნომერი: 64.30.04.784

შენიშვნა: ნაკვეთის ჩამონათვალი: ობიექტი N1 (არასასოფლო-სამეურნეო დანიშნულება), ობიექტი N2 (არასასოფლო-სამეურნეო დანიშნულება), ობიექტი N3 (არასასოფლო-სამეურნეო დანიშნულება), ობიექტი N4 (არასასოფლო-სამეურნეო დანიშნულება), ობიექტი N5 (არასასოფლო-სამეურნეო დანიშნულება), ობიექტი N6 (არასასოფლო-სამეურნეო დანიშნულება), ობიექტი N7 (არასასოფლო-სამეურნეო დანიშნულება)

**მესაკუთრის განყოფილება**

განცხადების რეგისტრაცია : ნომერი 882015025448 , თარიღი 20/01/2015 15:53:10  
უფლების რეგისტრაცია: თარიღი 26/01/2015

**უფლების დამატარებელი დოკუმენტი**

- საჯარო-სამეურნეო ქონების განყოფილება: საკუთრების გიზა: (მკვეთის) შესახებ , დამაწესის თარიღი: 16/04/2014 „სსიპ „საჯარო რეესტრის ეროვნული სააგენტო“
- არსიზება N1/1-129 , დამაწესის თარიღი: 20/01/2015 , სახელმწიფო ქონების ეროვნული სააგენტო
- მომართვა N7/10347 , დამაწესის თარიღი: 30/05/2014 , სახელმწიფო ქონების ეროვნული სააგენტო
- არსიზება N1/1-1481 , დამაწესის თარიღი: 04/07/2014 , სახელმწიფო ქონების ეროვნული სააგენტო

**მესაკუთრები**

შპს შთის კურორტების განვითარების კომპანია ID ნომერი: 215096367  
სახელმწიფო

მესაკუთრე: **იღწერა**  
შპს შთის კურორტების განვითარების კომპანია ნაწილის ნაკვეთი 32747 კვ.მ. და ობიექტი N1, N2, N3, N4, N7  
სახელმწიფო: **ობიექტი N5**

**იპოთეკა**

საგადასახლო გირავნობა:

რეგისტრირებული არ არის

**სარგებლობა**

საჯარო რეესტრის ეროვნული სააგენტო: <http://public.reestr.gov.ge>

აღწერა:



საქართველოს ტერიტორიების კოდა N 64.30.04.788

**ამონაწერი საჯარო რეესტრლიდან**

განცხადების რეგისტრაცია  
N 882015671484 - 25/11/2015 14:53:32

შომწოდების თარიღი  
01/12/2015 15:01:41

**საკუთრების განყოფილება**

ზონა	სექტორი	კვარტალი	ნაკვეთი	ნაკვეთის საკუთრების გიზა: საკუთრება
ბორჯომის	დბა ბაკურიანი		04	788

ნაკვეთის დანიშნულება: არასასოფლო-სამეურნეო დამუშავებელი ფართობი: 1600.00 კვ.მ.  
ნაკვეთის წინა ნომერი: 64.30.04.752

შენიშვნა: რაიონი ბორჯომი , დბა ბაკურიანი , "დიდელი"

**მესაკუთრის განყოფილება**

განცხადების რეგისტრაცია : ნომერი 882014356190 , თარიღი 07/07/2014 17:08:17  
უფლების რეგისტრაცია: თარიღი 11/07/2014

**უფლების დამატარებელი დოკუმენტი**

- არსიზება N1/1-2253 , დამაწესის თარიღი: 07/10/2014 „სსიპ სახელმწიფო ქონების ეროვნული სააგენტო“
- არსიზება N1/1-1481 , დამაწესის თარიღი: 04/07/2014 , სახელმწიფო ქონების ეროვნული სააგენტო

**მესაკუთრები**

შპს შთის კურორტების განვითარების კომპანია ID ნომერი: 215096367

მესაკუთრე: **იღწერა**  
შპს შთის კურორტების განვითარების კომპანია

**იპოთეკა**

საგადასახლო გირავნობა:

რეგისტრირებული არ არის

**სარგებლობა**