

2020 ENVIRONMENTAL AND SOCIAL PERFORMANCE REPORT





1915ÇANAKKALE BRIDGE AND MOTORWAY PROJECT

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1. About the Report

We are pleased to present our environmental and social management approach, performance and future goals to our stakeholders, with the publication of this report. Our aim is to regularly share our environmental and social performance on key subjects with society, providing annually updated data and insights.

This report covers the period between 01.01.2020 - 31.12.2020 and includes environmental and social aspects, indicators and activities related to the expectations of our stakeholders. In cases of any data belonging to a different time period, necessary explanation is provided in the relevant sections.

We strive to enhance our environmental and social performance continually, along with disseminating the outcomes with our stakeholders through this report.

Our stakeholders can access the PDF version of our report at www.1915canakkale.com.

We value the feedback we receive from our stakeholders, which is integral to advancing our environmental and social performance reporting. Please feel free to contact us at info@1915canakkale.com to share your feedback, suggestions, or complaints.





2. CEO's Message

Dear Esteemed Stakeholders,

We have achieved significant success in the environmental and social performance of the 1915Çanakkale Bridge and Motorway Project in recent years. We are committed to fulfilling our responsibilities and advancing our efforts in the upcoming years of the project.

Following the preparation of the Environmental Impact Assessment (EIA) Report in accordance with national regulations, and the Environmental and Social Impact Assessment (ESIA) Report in line with international standards, we have established and disseminated a robust environmental and social project culture within the project. Accordingly, we continue to implement the best possible practices and strive for continuous improvement in our performance to achieve our goals.

The involvement of our stakeholders is the cornerstone of our work's success. For this reason, we will keep enhancing the stakeholder consultation process and maintain constant communication, taking their feedback into account.

We aim to implement better practices by continuously improving our environmental and social management system. Our goal is to be a good neighbor, working towards a sustainable environment and society.

During the COVID-19 pandemic, which has affected our country and the world, our construction works on the 1915Çanakkale Bridge and Motorway have continued safely. Prioritizing the health of our colleagues, stopping the project was not an option, reflecting our commitment to the Çanakkale spirit. With this understanding, we established a COVID Committee from the onset of the pandemic to make swift, science-based decisions. The working conditions at our sites were reorganized following the guidelines of the Ministry of Health and relevant institutions, adapting to the pandemic's requirements.

While our sites were closed to visitors, our employees underwent regular testing. Thanks to the diligence of the Committee and the dedication and perseverance of all our colleagues, we have managed the pandemic with minimal impact.

We believe it is important to continuously share our environmental and social performance with you through our Annual Environmental and Social Performance Reports, communicating our activities in the most accurate and transparent way possible, to encourage the dissemination of similar practices. As a Public-Private-Partnership Project, we are dedicated to benefiting all segments of society without slowing down.

As ÇOK A.Ş., a key player in this project, we are proud and happy to share with you a summary of our environmental and social activities carried out in 2020 through this report. Thanks to the determination of all our colleagues working on the Project and your invaluable support, we are taking firm steps towards completing the 1915Çanakkale Bridge and Motorway Project. I extend my gratitude to all our stakeholders and everyone who has contributed to our success, and I am pleased to announce that we will continue our cooperation with you in an even stronger manner.

Best Regards,

Mustafa Tanrıverdi
CEO



3. About the Company

Çanakkale Motorway and Bridge Construction Investment and Operation Inc. (ÇOK A.Ş.) was established in 2017 by the sponsor group formed by Limak and Yapı Merkezi from Turkey, and Daelim and SK E&C from South Korea to implement the Kınalı-Tekirdağ-Çanakkale-Savaştepe Motorway Project, Malkara-Çanakkale (including 1915Çanakkale Bridge) Section Work. Yapı Merkezi (1965) and Limak (1976) are among the leading construction companies in Turkey, with many national and international large-scale projects in their portfolios. Similarly, Daelim (1939) and SK E&C (1977) are among the leading companies in South Korea that have undertaken major construction projects. These four companies are currently collaborating on the 1915Çanakkale Bridge and Motorway Project, which will be a world-renowned engineering masterpiece when completed.

The Project consists of the 1915Çanakkale Bridge and the Malkara-Çanakkale Motorway, which require different specializations. Therefore, in order to efficiently manage the Project, the four aforementioned sponsor companies of ÇOK A.Ş. have established an Engineering Procurement and Construction Company, named DLSY JV, which constitutes two separate sub-structures for the bridge and motorway.



About Daelim

Daelim Group is one of Korea's largest corporate companies, that was established in 1939 with 13 affiliated companies operating in the fields of construction, power generation, trade, logistics, manufacturing and entertainment. Daelim Tic.Ltd. Şti. is one of the main subsidiaries of the Daelim Group and a worldwide EPC (engineering, procurement and construction) contractor and petrochemical company. In addition to its largescale projects in 35 different countries and an asset portfolio of \$18 billion, Daelim ranked 89th in the ENR Top 250 International Contractors list organized by the international construction industry magazine ENR (Engineering News Record) in 2020.

Daelim successfully constructed 5 suspension bridges and 11 cable-tensioned bridges so far, and it is among the world's leading companies with its bridge construction expertise. Daelim's suspension bridges include the Yi Sun-sin Bridge in Yeosu/Gwangyang in October 2012 being the largest suspension bridge in South Korea and fifth longest suspension bridge globally.

Daelim also attaches importance to social responsibility activities with its exemplary corporate citizen identity. Considering the requirements of the construction industry and the competencies of Daelim Group affiliates, it carries out social activities focused on creating value in the society.

DAELIM

About Limak

Limak was founded in 1976 as a construction company and operates both in domestic and international markets as one of Turkey's leading companies. Limak's commercial activities include construction, electricity generation and distribution, cement production, airport and port constructions. It was also ranked 61th in the ENR Top 250 International Contractors list in 2020; this rating reflects the nature and scale of the company's EPC contracts. These EPC contracts include the 150 million passenger capacity Istanbul Airport Project and the Kuwait International Airport Project that is worth \$4.3 billion. Limak Construction is the main operating unit of Limak Group.

Limak with a proven success record, has took part in strong negotiations with authorities. In addition, Limak has advanced management techniques; that increased its value with high efficiency and fast implementation. Limak signed multiple Public Private Partnership projects both domestic and international. After successfully completing Istanbul Sabiha Gökçen Airport, Limak also took part in the construction of Istanbul Airport Public Private Partnership Project which is one of the largest airports in the world. Limak is also the main contractor of the International Kuwait Airport Project.

Limak also continues social investments, as well as its economic activities at the top speed. Limak Education Culture and Health Foundation was established in 2016, in order to carry out social responsibility projects more efficiently. The Foundation contributes to the transformation of the young and dynamic potential of our country's population into a qualified workforce by supporting social development and progress through its activities. Limak Foundation has built its activities on raising generations that are education-oriented, strong, modern, respectful to universal values, and will contribute to the solution of social and economic problems with the understanding of "Youth is the future".



Limak

About SK E&C

SK E&C was established in 1977 and belongs to the 3rd largest Korean conglomerate, the SK Group. SK E&C is the flagship of the construction business of the SK Group. SK E&C was ranked 68th in the ENR Top 250 International Contractors list in 2020 and is a global top-tier EPC Contractor in oil & gas, petrochemical, power, civil and housing sectors.

SK E&C has been instrumental in the successful realization of many strategic projects in Turkey, including the Eurasia Tunnel and Yavuz Sultan Selim Bridge (3rd Bosphorus Bridge).

Voluntary services for community welfare are also of great importance for SK E&C. Company's sustainable business activities under the slogan "Build a Dream" focus on addressing environmental issues and overcoming barriers to social welfare.



SK E&C

About Yapı Merkezi

Yapı Merkezi was established in 1965 as a contracting company in Turkey and has become one of the leading actors in the infrastructure and construction sectors, focusing on general contracting, mass transit systems, prefabrication, prestressing, pipe production, railway, subway, special purpose buildings, strengthening & restoration and Public Private Partnerships. In addition to Yapı Merkezi's landmark projects and remarkable participation in Turkey's infrastructure and construction sector, Yapı Merkezi also has a strong presence in the international arena actively carrying out projects in Middle East and Africa. Yapı Merkezi was ranked 78th in the Top 250 International Contractors ENR Ranking in 2020.

Over the years Yapı Merkezi has demonstrated an ability and capacity to build mega construction projects earlier than scheduled, to budget and at the quality targeted. Yapı Merkezi's successful presence in the structuring and management of PPP and BOT projects is evident in its recent success of the Eurasia Tunnel (along with SK E&C). It has also strong relationships with many international finance institutions.

Yapı Merkezi, with a strong awareness of sustainable development, aims to eliminate or reduce the negative effects of all its activities on the environment and society. Yapı Merkezi determined its policies to help leave an environment so that future generations can meet their needs. On the journey of social responsibility activities, which they set out with a motto of "We are Responsible to Our Age and Our Society", they continue to work in many different areas such as education, culture and arts, environment, and international peace.



yapı merkezi

4. About the Project

The 1915Çanakkale Bridge and Motorway Project, which forms a part of the Kinalı-Tekirdağ-Çanakkale-Savaştepe Motorway Project planned for a total 324 km, is one of the most important infrastructure investments of our country in recent times. The Project, which will connect the two sides of the Dardanelles, which is twice as long as the Bosphorus, will support the economic development of the Thrace and Western Anatolia regions, where important service, industry, agriculture and tourism companies of our country are located. In addition, the completion of the Project is aimed to rapidly redirect the freight movement from European Union member states, especially Bulgaria and Greece, to the Aegean, Western Anatolia and Western Mediterranean.

The 1915Çanakkale Bridge will greatly facilitate transportation by reducing the Çanakkale Strait crossing time, which can reach 5 hours due to extended ferry queues in peak tourist and holiday seasons, to a mere four minutes.

Connecting the Kinalı-Tekirdağ-Çanakkale-Savaştepe Motorway Project to the Gebze-Izmir Motorway at Balıkesir junction, will reduce the distance between significant tourist hubs including İzmir, Aydın, Muğla and Antalya and Europe, resulting in a boost to the tourism industry. The 1915Çanakkale Bridge and Motorway Project will enhance passenger and load capacities, while reducing journey time, and improving passenger safety, as well as overall comfort.

The Project has membership in the Permanent International Association of Road Congresses (PIARC). With more than 100 years of promoting and facilitating global discussions and knowledge sharing on roads and road transport, PIARC currently has 122 government members worldwide and has consultative status with the United Nations Economic and Social Council. The Project's membership of this association is of great importance in terms of information exchange and cooperation at the international level.



Awards

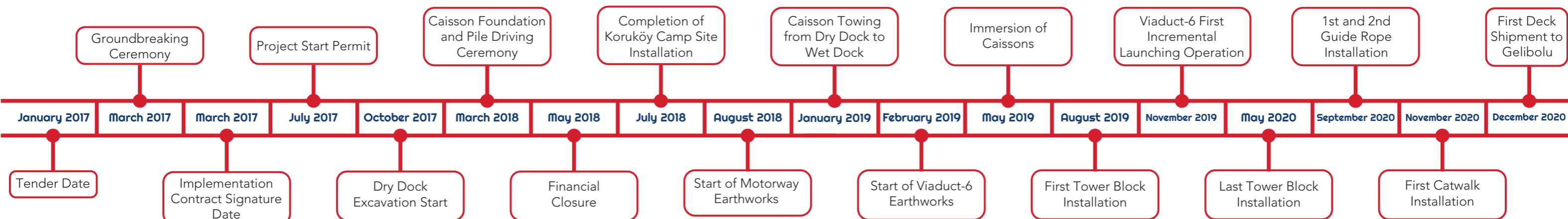
The 1915Çanakkale Bridge and Motorway Project that will be the longest midspan suspension bridge achieved many successes that can be described as a "reference" in its financing process, besides its technical and engineering achievements.

A total of 2.3 billion Euros of credit, 70% from the Lenders abroad, has been granted to the Project. Project partners aim to invest in the Project more than 900 million Euros capital investment. 1915Çanakkale Bridge Project is now counted among the world's few distinguished projects with its diverse financing structure and has been awarded 11 global finance awards so far:

- **Project Finance International (PFI) Awards**
 - Turkish Deal of the Year
- **Islamic Finance News (IFN) Awards**
 - Project and Infrastructure Finance Deal of the Year
- **Infrastructure Journal Global (IJ Global) Awards**
 - Europe Road Deal of the Year
- **Bonds & Loans Awards, Turkey**
 - Project Finance Deal of the Year
 - Infrastructure Finance Deal of the Year
- **Proximo Finance Awards**
 - Best EMEA ECA Backed Deal of the Year
- **EMEA Finance Awards**
 - Best Project Finance Deal in Europe
 - Best PPP Deal in Europe
 - Best Project Finance Deal in EMEA-wide
 - Best Road Deal in EMEA-wide
- **EMEA Achievement Awards**
 - Best Syndicated Loan in EMEA

Chronology

Project Milestones



Project Highlights

2.023m
Main Span of the
Bridge

318m
Tower Height

4.608m
Bridge Length

4 Motorway
Service
Areas

101 Total
Project
Length
KM

6 Junctions

2 Viaducts

5 Toll
Plazas

Vision 2023 will achieve one of its important goals..

The project will play an important role in realizing the goal of improving motorways across the country as envisaged in what can be called the document of Turkey's national development move: the Vision 2023 Master Plan.

Motorway integration will be completed in western Turkey.

The project constitutes an integral part of the 324 km Kinalı - Tekirdağ - Çanakkale - Savaştepe Motorway Project. When this Motorway is fully connected to the Gebze-Izmir Motorway, the 1915Çanakkale Project will connect the links of the motorway chain surrounding Marmara region.

A new alternative will be provided to the Bosphorus crossing.

Istanbul's heavy transit traffic load between Europe and Anatolia will be alleviated. It is aimed to balance the traffic load, which is currently concentrated on the Istanbul-centered West - East axis along Western Anatolia, from the West coast of the Marmara Sea towards the South.

Industry, trade and service sectors in Thrace and Western Anatolia will gain momentum.

Faster and more cost-effective freight transportation will strengthen not only the economic activities but also the social ties of these regions, which host a productive population.

National and international tourism will revive.

Commercial relations as well as cultural interaction with European countries, the Balkans and especially Greece and Bulgaria will be positively affected. With the connection of Kinalı - Tekirdağ - Çanakkale - Balıkesir Motorway to Gebze - İzmir Motorway at Balıkesir, the distance between tourism centers such as İzmir, Aydın and Antalya and European countries will be shortened and thus, the tourism industry will flourish.

Transportation times and costs will decrease, the efficiency of foreign trade will increase.

With the Project's entry into service, improvements will be achieved in vehicle operating costs and travel times. With the removal of barriers to transportation, travel times and costs in imports and exports are expected to decrease.

The project will provide continuous employment from construction to operation.

It will contribute significantly to the Turkish economy by providing employment for thousands of people during the construction and operation phases and by revitalizing various industries.

Çanakkale will have a "Monumental Project" worthy of its glorious history and the 21st century.

Çanakkale will be crowned with an aesthetic and contemporary suspension bridge that is appropriate to its significance and urban dynamics.

Of great strategic importance, the 1915Çanakkale Bridge is also a remarkable engineering project. With its 2023-meter mid-span, the Bridge will be the longest mid-span suspension bridge in the world, and its total length will be 4,608 meters including the side spans and approach viaducts. The red-white color of the towers symbolizes our flag. In addition, the height of the bridge towers has been determined as 318 meters to represent the 18th of the 3rd month in order to keep the Çanakkale Victory alive with respect for generations.

Sustainability in Numbers in 1915Çanakkale Bridge and Motorway Project

The first phase calculations of the afforestation work, which is planned to be carried out in two phases, were completed in 2019. In line with our commitment to plant 5 trees for each affected tree within the scope of international environmental and social requirements, the number of trees to be planted in the first phase was determined as 432,215. In order to fulfill this commitment in the first phase, an Afforestation Cooperation Protocol was signed with the General Directorate of Forestry on 30.03.2020 to plant 433,000 saplings. In the fall of the same year, afforestation works were initiated by the Istanbul and Çanakkale Regional Directorates of Forestry. Within the scope of these efforts, a total of 237,000 saplings were planted in 2020, 154,000 in Çanakkale and 83,000 in Tekirdağ. Calculation studies for the second phase are ongoing and are planned to be finalized in 2021.

Together with Çanakkale Onsekiz Mart University Underwater Research and Application Center, 1,054 individuals of the *Pinna nobilis* mussel species, which was taken under protection due to the decrease in its population, were moved to safe areas in 2018. One month later, the first underwater dive for monitoring purposes was carried out and it was determined that approximately 95% of the population was healthy. Annual dives will be carried out to monitor the latest status of the species.

In 2018, Passive Acoustic Monitoring and Marine Mammal Observations were conducted for eight months to prevent noise-related damage to marine mammals during pile driving operations on the seabed. During these monitoring activities, mammals were sighted 43 times and acoustically detected 9 times. In addition, approximately 200 marine mammals were encountered and the surveys were interrupted for a total of 2 hours and 11 minutes.

Our ecologist, responsible for studying and managing the potential impacts of the 1915Çanakkale Bridge and Motorway Project on biodiversity, organizes field trips of 10,000 steps a day for rare plants and wild animals. As part of efforts to protect rare plant species along the motorway route, efforts are being made to collect seeds and send them to the Turkish Seed Gene Bank. Although seed counting activities continue, more than 3,000 seeds were collected in 2020.

In order to protect cultural heritage, the entire 88-kilometer motorway route was walked and possible cultural assets were identified in a 200-meter wide area. Archaeogeophysical studies were carried out in areas where it was determined that there was a high probability of encountering cultural heritage.

In 2020, an average of 94% of the grievances submitted by our stakeholders were resolved. A total of 129 out of 137 grievances received from men and all 4 grievances received from women were resolved within the specified period.

In 2020, a total of 434 meetings were organized with the local community, including 276 consultation meetings, 68 health and safety meetings, 55 COVID-19 information meetings and 35 women's meetings.



5. Environmental and Social Performance Management

At the 1915Çanakkale Bridge and Motorway Project, our sustainability activities aim to leave a livable legacy for future generations through our sustainability activities. This section presents an overview of the environmental and social sustainability strategies executed throughout the previous year.

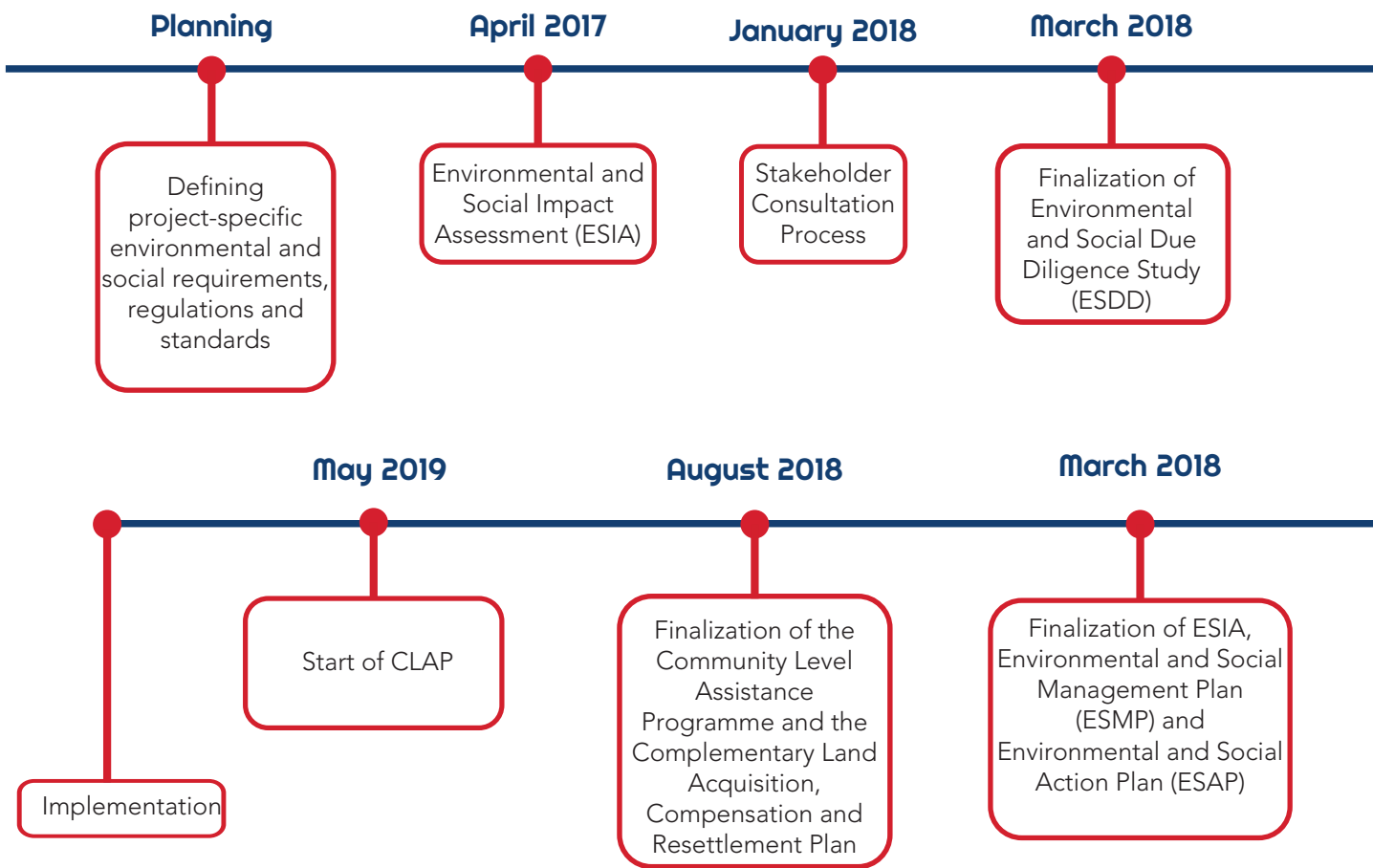
In the 1915Çanakkale Bridge and Motorway Project, we continue our business activities with the actions we have taken in line with environmental and social awareness. In accordance with national legislation, the Environmental Impact Assessment (EIA) Report was approved at the beginning of the Project. Following the EIA approval, an Environmental and Social Impact Assessment (ESIA) study was conducted by ERM GmbH in accordance with the International Finance Corporation (IFC) Performance Standards and Equator Principles. The ESIA study aimed to identify in detail the environmental and social impacts of the Project and related mitigation measures.

A Stakeholder Consultation Process was then carried out in 32 settlements (villages and districts in Gelibolu, Lapseki and Malkara) for 30 days with the participation of approximately 1,000 people (including local residents, authorities and non-governmental organizations) representing the main beneficiaries and affected groups of our Project. This process aimed to learn the views and comments of the public and to reflect the feedback in the final ESIA Report. The views of our stakeholders have been integrated into the ESIA Report and an effective and reliable ground has been established for the construction and operation periods.

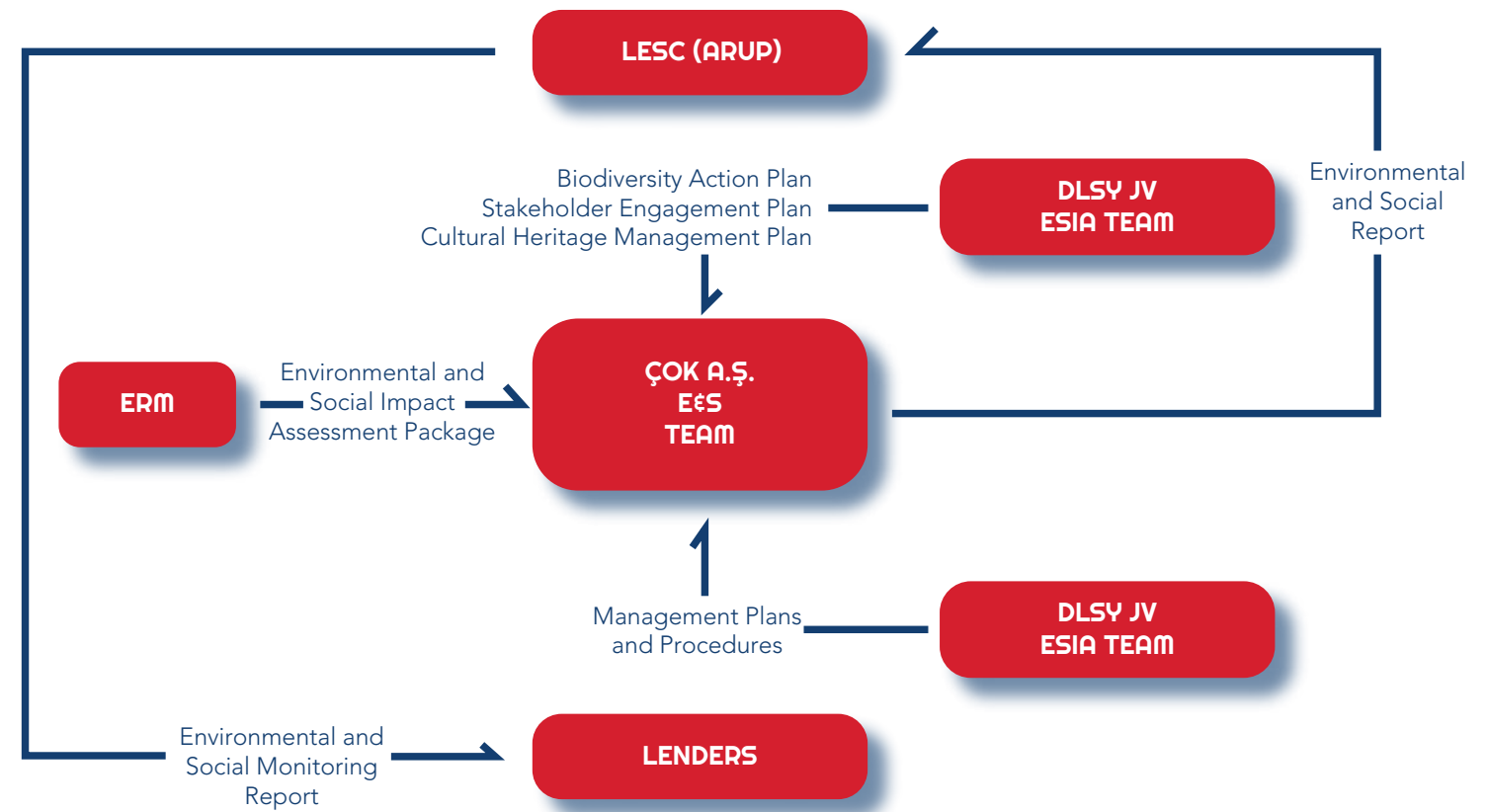
After the ESIA process was completed, an Environmental and Social Action Plan was prepared by ARUP, the Lenders' Environmental and Social Consultant. Effective implementation of the items in the Action Plan is important for the Project's environmental and social performance during the construction and operation phases. In 2020, our environmental and social performance was continued to be audited by ARUP through quarterly site visits, environmental and social reports and communication activities. Our project continues to be carried out in compliance with the determined environmental and social requirements.



Environmental and Social Performance Journey



1915Çanakkale Bridge and Motorway Project Environmental and Social Performance Management Network



Corporate Sustainability Approach

As ÇOK A.Ş., we are committed to fostering health, safety, social, and environmental awareness throughout the 1915Çanakkale Bridge and Motorway Project.

Our Health, Safety, Security, Environment, and Social Policy plays a pivotal role in ensuring effective risk management, legal compliance, and meeting stakeholder expectations during the design, construction, and operation phases of the project.

Within the scope of this policy, we have defined necessary actions to enhance our project processes and prevent undesirable incidents. Ensuring a safe working environment for all our employees is a top priority, and we achieve this by adhering to international standards.

To support the development and welfare of society, we engage in various activities aligned with our goals of establishing effective communication and safeguarding public safety. Our business practices are conducted with utmost respect for both nature and people.

The management approach of our Environmental and Social (E&S) Team is encapsulated in the "Plan-Help-Check" strategy. This approach is essential for complying with the international standards our project adheres to. We operate an Environmental and Social Management System across the organization, addressing key E&S issues. This includes guiding HSE site teams, managing Community Liaison Action Plans (CLAP), protecting archaeological and cultural heritage, preserving biodiversity, and fostering stakeholder engagement. The DLSY JV HSE Teams receive support in their activities through the provision of appropriate tools, resources, and information. We conduct audits to ensure the project's environmental and social requirements are met.


Throughout the construction phase, we diligently monitor practices such as waste management, resource control, air quality and climate impact, noise and vibration, water quality, and soil pollution. The site teams provide essential information, enabling regular environmental and social performance reporting to our stakeholders. Additionally, the management of CLAP and issues concerning local communities affected by expropriation are overseen by the ÇOK A.S. E&S Team, with support from our site teams.

IFC Performance Standards

In all phases of our project, all environmental and social activities are carried out in compliance with IFC (International Finance Corporation) Performance Standards and our actions are regularly reported.

IFC Performance Standard	Applied IFC Performance Standard Requirement	Respective ÇOK A.Ş. Practice
 <p>Risk Management</p> <p>Assessment and Management of Environmental and Social Risks and Impacts</p>	<p>Environmental and social responsibility is critically important in today's global economy. An environmental and social management system (ESMS) helps companies integrate plans and standards into their core operations—so they can anticipate environmental and social risks posed by their business activities and avoid, minimize, and compensate for such impacts, as necessary. A good management system provides for consultation with stakeholders and a means for complaints from workers and local communities to be addressed.</p>	<p>Managing the environmental and social risks and impacts in compliance with the legal regulations and IFC Performance Standards, Environmental and Social Impact Assessment and Environmental and Social Action Plan practices, Environmental and Social Management Plan and Environmental and Social Management System based on ESIA</p>

IFC Performance Standard	Applied IFC Performance Standard Requirement	Respective ÇOK A.Ş. Practice
 <p>Labor</p> <p>Labour and Working Conditions</p>	<p>For any business, its workforce is its most valuable asset. A sound worker-management relationship is key to the success of any enterprise. PS2 asks that companies treat their workers fairly, provide safe and healthy working conditions, avoid the use of child, or forced labour, and identify risks in their primary supply chain.</p>	<p>Grievance mechanism for workers, Occupational Health and Safety, no child or forced labor, equal rights for immigrant workers, ensuring workers accommodation in compliance with local regulations and IFC/EBRD Worker Accommodation Guideline</p>
 <p>Resource Efficiency</p> <p>Resource Efficiency and Pollution Prevention</p>	<p>Industrial activity and urbanization can increase levels of pollution that may threaten people's health and the environment. PS3 guides companies to integrate practices and technologies that promote energy efficiency, use resources - including energy and water - sustainably and reduce greenhouse gas emissions.</p>	<p>Energy and water saving efforts, noise and vibration level measurements, waste management, Environmental Management Plan, Water and Air Quality Measurements, GHG Management Study, Environmental Drainage Design and Climate Change Risk Assessment</p>
 <p>Community</p> <p>Community Health, Safety, and Security</p>	<p>Business activities and infrastructure projects may expose local communities to increased risks and adverse impacts related to worksite accidents, hazardous materials, spread of diseases, or interactions with private security personnel. PS4 helps companies adopt responsible practices to reduce such risks including through emergency preparedness and response, security force management, and design safety measures.</p>	<p>Public Health and Safety Procedure (no use of force except for preventive and defensive purposes), Community Level Assistance Programme, Communication with Stakeholders, Grievance Mechanism Procedure</p>
 <p>Land Resettlement</p> <p>Land Acquisition and Involuntary Resettlement</p>	<p>When companies seek to acquire land for their business activities, it can lead to relocation and loss of shelter or livelihoods for communities or individual households. Involuntary resettlement occurs when affected people do not have the right to refuse land acquisition and are displaced, which may result in long-term hardship and impoverishment as well as social stress. PS5 advises companies to avoid involuntary resettlement wherever possible and to minimize its impact on those displaced through mitigation measures such as fair compensation and improvements to living conditions. Active community engagement throughout the process is essential.</p>	<p>No involuntary resettlement (forcing people permanently/temporarily resettle without their consent), No trespassing to lands until the legal permission processes completed, Community Level Assistance Programme and Additional Immovable Property Acquisition, Compensation and Resettlement Plan</p>

IFC Performance Standard	Applied IFC Performance Standard Requirement	Respective ÇOK A.Ş. Practice
 <p>Biodiversity Conservation and Sustainable Management of Living Natural Resources</p>	<p>Biodiversity loss can result in critical reductions in the resources provided by the earth's ecosystems, which contribute to economic prosperity and human development. This is especially relevant in developing countries where natural resource based livelihoods are often prevalent. PS6 recognizes that protecting and conserving biodiversity, maintaining ecosystem services, and managing living natural resources adequately are fundamental to sustainable development.</p>	<p>No harm to plants and animals with critical importance and in natural spaces, not moving wild and invasive plant species to new places, biodiversity conversation activities, Biodiversity Action Plan, Passive Acoustic Monitoring and Marine Mammals Observation, Bird Observation and Important Bird Zone Practice, transplantation of Pinna Nobilis that is a marine species endemic to the Mediterranean region</p>
 <p>Cultural Heritage</p>	<p>Cultural heritage encompasses properties and sites of archaeological, historical, cultural, artistic, and religious significance. It also refers to unique environmental features and cultural knowledge, as well as intangible forms of culture embodying traditional lifestyles that should be preserved for current and future generations. PS8 aims to guide companies in protecting cultural heritage from adverse impacts of project activities and supporting its preservation. It also promotes the equitable sharing of benefits from the use of cultural heritage</p>	<p>No harm to coincidental archaeological remains, not moving or harming the cultural findings, Cultural Heritage Management Plan, Collaboration with Edirne and Çanakkale Cultural Heritage Conservation Regional Committees and Tekirdağ and Çanakkale Archaeology Museums</p>

Equator Principles

Equator Principles are the guiding principles that were introduced by the IFC which is the private sector branch of the World Bank. The principles address the social responsibility and management of environmental risks in Project financing. In the context of 1915Çanakkale Bridge and Motorway Project, the requirements of the Equator Principles III (June 2013) are adopted. Accordingly, the ESIA process has been carried out and disclosed to the public. The Environmental and Social Management Plan which was prepared following the ESIA is implemented throughout the Project.

United Nations Sustainable Development Goals

The 1915Çanakkale Bridge and Motorway Project, which connects the continents, guides its environmental and social practices by considering the basic requirements of the United Nations Sustainable Development Goals (SDGs). It aims to serve humanity with sustainability principles at local and global dimensions. **“Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation”** is the main SDG that we serve with our project among several others.

Main Environmental and Social Activities	Sustainable Development Goals
<ul style="list-style-type: none"> Local Recruitment Practices 	
<ul style="list-style-type: none"> Community Level Assistance Programme and Public Relations Projects 	      
<ul style="list-style-type: none"> Social Commitments and Occupational Health and Safety Practices Regarding Employees 	 
<ul style="list-style-type: none"> Local Resource Utilization and Local Procurement Practices Submitting the Annual Environmental and Social Performance Report to Stakeholders 	
<ul style="list-style-type: none"> Waste Management Reducing Energy and Water Consumption Emission Management Prevention of Dust Pollution Prevention of Noise Pollution Afforestation Efforts 	  
<ul style="list-style-type: none"> Biodiversity Action Plan 	 
<ul style="list-style-type: none"> Cultural Heritage Management Plan 	 

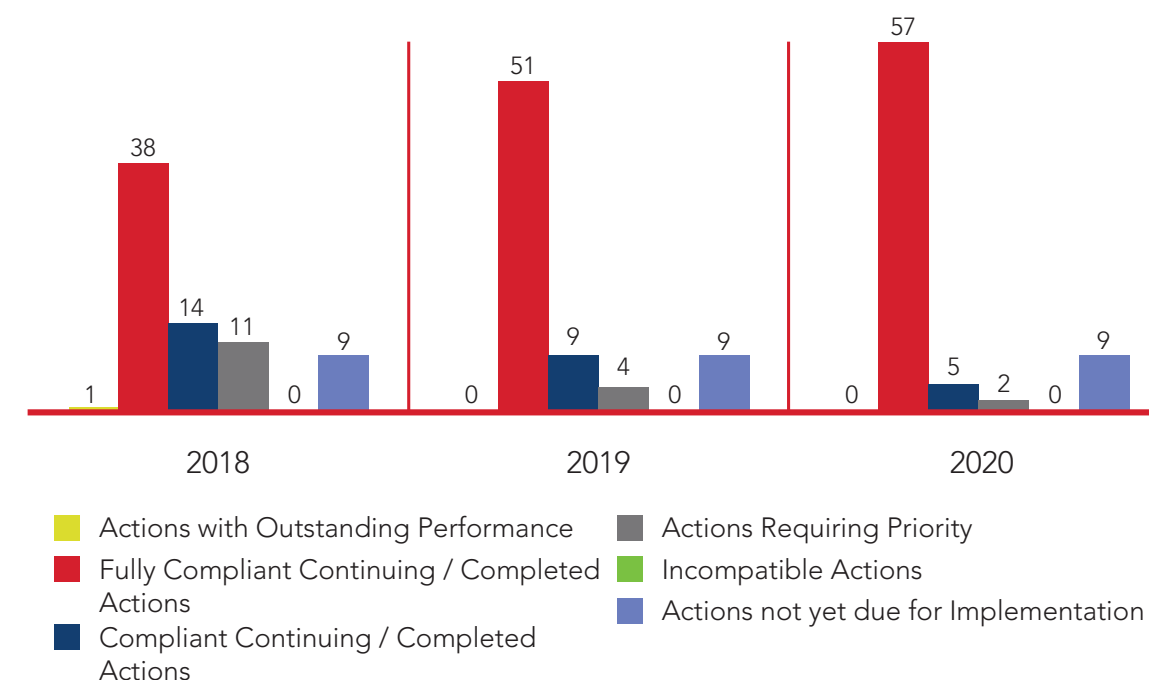
Environmental and Social Action Plan

We carry out our environmental and social performance management within the framework of our Environmental and Social Action Plan. We are working to realise our targets set in line with this plan within the stipulated time intervals. We implement our environmental and social impact actions with the help of our teams at the sites, especially in the areas such as the development of environmental and social management plans for our construction and operation processes, stakeholder engagement, occupational health and safety, resource conservation, energy efficiency, greenhouse gas assessment and noise pollution.

Environmental and Social Action Plan Progress Table

	As of the end of 2018	As of the end of 2019	As of the end of 2020
Actions with Outstanding Performance	1	0	0
Fully Compliant Continuing / Completed Actions	38	51	57
Compliant Continuing / Completed Actions	14	9	5
Actions Requiring Priority	11	4	2
Incompatible Actions	0	0	0
Actions not yet due for Implementation	9	9	9

Environmental and Social Action Plan Progress



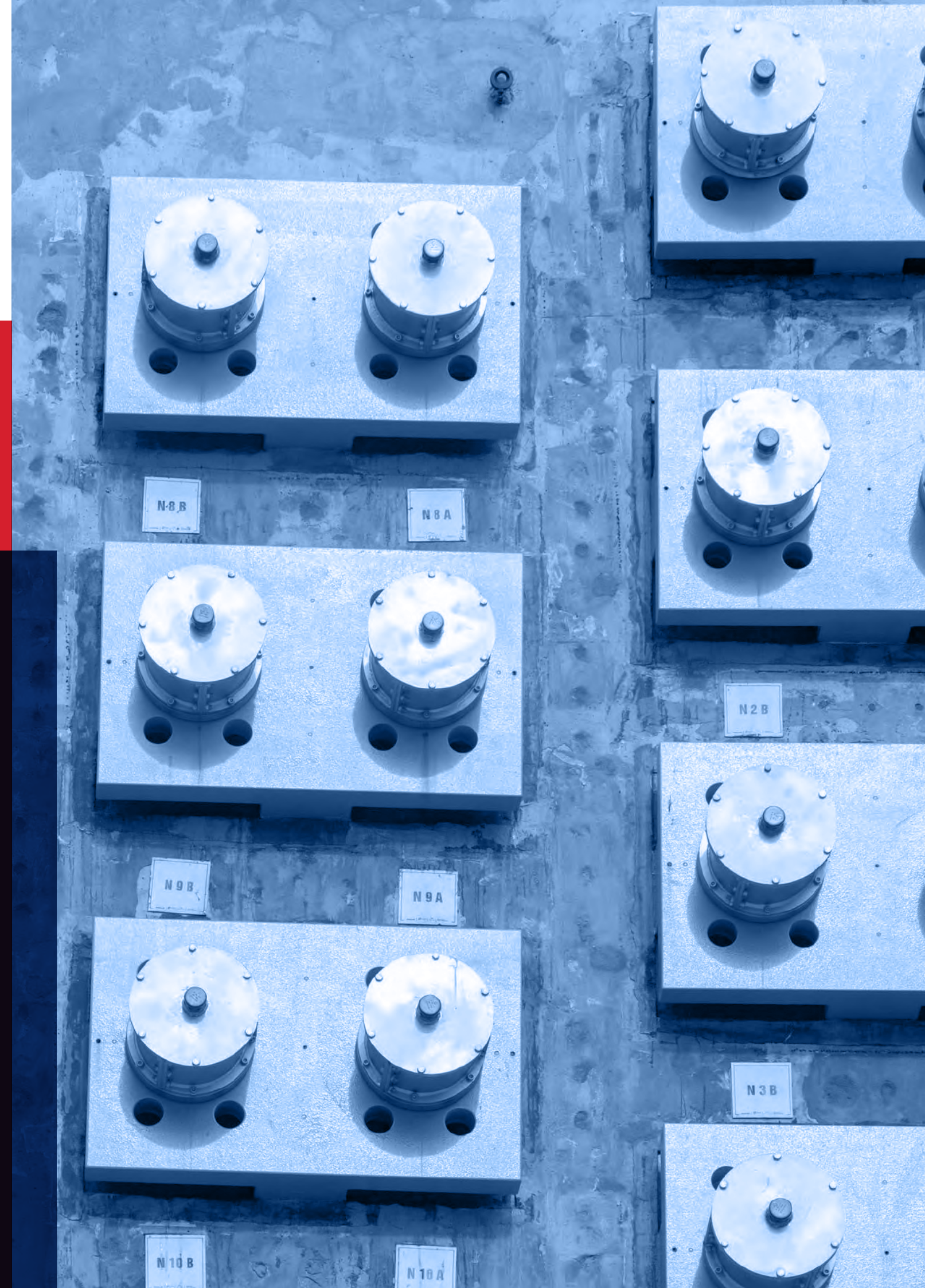
In 2020, all our departments are working in a coordinated manner to ensure the systematic development of knowledge and skills related to the environmental and social management of the project through the Environmental and Social Capacity Building trainings. The main purpose of the capacity building trainings is to increase the general expertise and awareness level of our employees on environmental and social issues. Our training topics include Equator Principles, IFC Performance Standards, occupational health and safety practices, environment, ecology, archaeology, public relations, and social commitments regarding employees. **In 2020, our employees were provided with detailed information on our environmental and social activities through 21 capacity-building trainings for different levels.**



Environmental, Health and Safety Inspections and Practices

In our Project, environmental, health and safety inspections are carried out periodically for the bridge and motorway. Inspection findings and results are evaluated through assigned committees and meetings in line with our continuous improvement principle, and the necessary actions are followed up. The current situation for 2020 can be seen in the table below:

		2020
Number of Inspections made by ÇOK A.Ş.	Bridge	7
	Motorway	12
Number of Inspections made by the EPC Contractor	Bridge	311
	Motorway	257
Number of Subcontractor Committee Meetings	Bridge	37
	Motorway	31
Number of OHS and Environment Committee Meetings	Bridge	12
	Motorway	8



6. Environmental Performance Management and Combating Climate Crisis

In 1915Çanakkale Bridge and Motorway Project, we strive to apply strategies to minimize our greenhouse gas emissions in our practices to manage climate-related risks.

According to the World Economic Forum (WEF) 2020 Global Risk Report, the most likely long-term risks to materialize are all climate-related risks. These risks are namely human-made environmental disasters, biodiversity loss, natural disasters, climate action failure and extreme weather. The direct connection of all these risks with climate demonstrates the seriousness of the climate crisis that we face globally and locally. In the 1915Çanakkale Bridge and Motorway Project, we strive to apply strategies to minimize our greenhouse gas emissions to manage climate-related risks. According to research, construction structures consume 30% of material resources and 40% of energy resources, while 35% of the CO₂ emissions that cause global warming are suggested to originate from the construction sector*. Considering the possible environmental impacts of the Project, we make our environmental performance management, which includes water management, noise management, biodiversity conservation, reduction of the amount of waste generated during the Project process and sustainable resource use practices, one of our business priorities.

In 2020, a gap analysis study was conducted by evaluating the responses of the Project's employees and site visit observations within the scope of the main seven items (Article 4 - Article 10) in the ISO 14001:2015 Environmental Management System document. As a result of the study, it was observed that the existing environmental management system in the Project is effectively implemented, and the employees have sufficient knowledge about the requirements of the system.

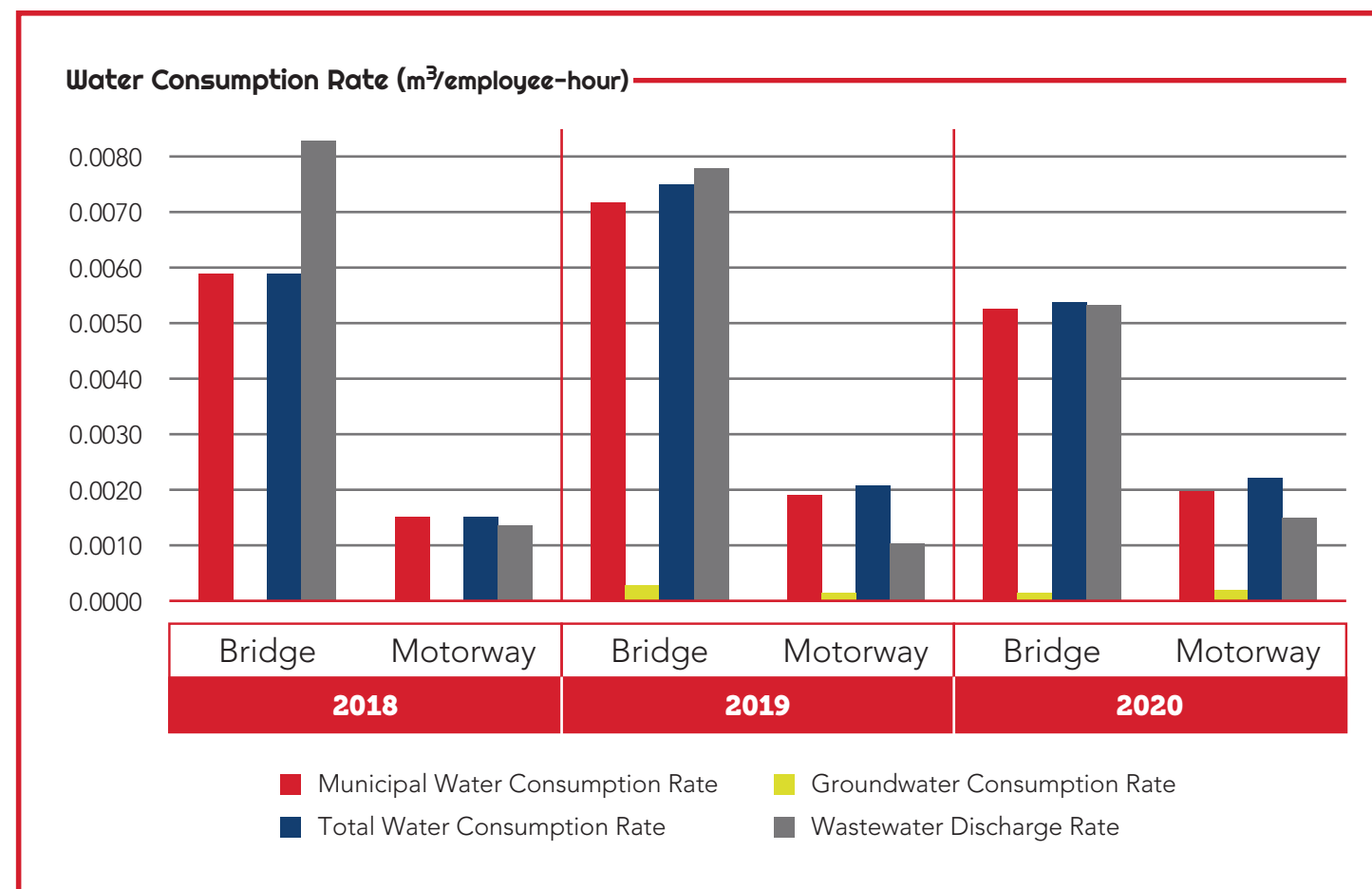


Water Management

We manage our potential impact on the water resources such as the Çanakkale Strait, lakes, streams, agricultural irrigation systems, municipal water pipelines and groundwater resources in the Project area in accordance with the IFC Performance Standards and Equator Principles. We strive to minimize the short, mid and long-term impacts and risks that are determined during the construction phase.

1915Çanakkale Bridge and Motorway Project consumes water for general cleaning, catering, concrete works, equipment cleaning, dust suppression and tire washing. To accurately manage water consumption, our municipal water and groundwater consumptions are being monitored and recorded.

Parameters	Unit	2018		2019		2020	
		Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Municipal Water Consumption Rate	m ³ /employee-hour	0.059	0.015	0.072	0.019	0.053	0.020
Groundwater Consumption Rate	m ³ /employee-hour	-	-	0.003	0.001	0.001	0.002
Total Water Consumption Rate	m ³ /employee-hour	0.059	0.015	0.075	0.021	0.054	0.022
Wastewater Discharge Rate	m ³ /employee-hour	0.083	0.083	0.078	0.010	0.053	0.015



As similar to previous years, we continue to aim 5% reduction in water consumption compared to the previous years including the Çanakkale Strait, lakes, irrigation canals and municipal water distribution pipes, in units of m³ water consumption per employee-hour. It is recognized as an expected trend that the intensity indicator will deviate in line with progressing construction activities. Measures and actions taken to reduce water consumption in the Project are as follows:

- A pulverized dust suppression system is used in plants and dust suppression trucks.
- Washing water from concrete mixers and concrete batching plants is directed to sedimentation ponds to ensure reuse during production.
- Washing water from vehicle washing point is subjected to physical treatment and the effluent is used for washing vehicle tires. Auto-stop hose nozzles help to save water during vehicle wash.
- Training is provided to ensure that taps in kitchens, bathrooms and washbasins are not used unnecessarily and not left open. Employees are made aware of water saving, and informative posters are hung at relevant locations.
- Water consumption rates at the project site are periodically controlled and reported.
- Surface runoff is collected and sent to sedimentation ponds before being discharged.
- Streams and canals are protected from the impacts of vehicles and other construction activities by installing fences.
- Construction schedule is arranged according to weather forecasts to minimize erosion impacts.
- Treated wastewater is reused to the extent possible.
- Construction equipment is washed at designated areas away from water sources.
- Wastewater is treated and discharged in accordance with national and international limits.
- Groundwater sources are used after receiving approval from State Hydraulic Works (DSI) with the awareness of responsible consumption.
- Refueling operations are carried out in designated areas with impermeable ground to prevent pollution risks that might arise due to accidental leaks/spills.



Drainage Design Study

The outputs of the “Assessment of Climate Change Risks in Drainage Design” study that was carried out in 2019 with expert consultants and aimed at protecting sensitive areas and mitigating climate change impacts were integrated into the drainage design in 2020. Thus, during the economic life of the Project, drainage systems are expected to cope with extreme rainfall events that may be caused by climate change.

Greenhouse Gas Emissions and Energy Monitoring

The climate crisis is rapidly affecting our planet with extreme weather events, temperature increase, change in precipitation regimes and melting of glaciers. The biggest factor of the climate crisis is greenhouse gas emissions caused by human activities. According to the United Nations Framework Convention on Climate Change (UNFCCC) data, the CO₂ concentration in the atmosphere reached the highest level in history with 411.57 parts per million (ppm) as of June 2019. Reducing emissions is one of the primary steps that can be taken to prevent the impacts of the climate crisis. Thus, energy consumption is regularly monitored in the project and efforts are made to reduce emissions from energy consumption.



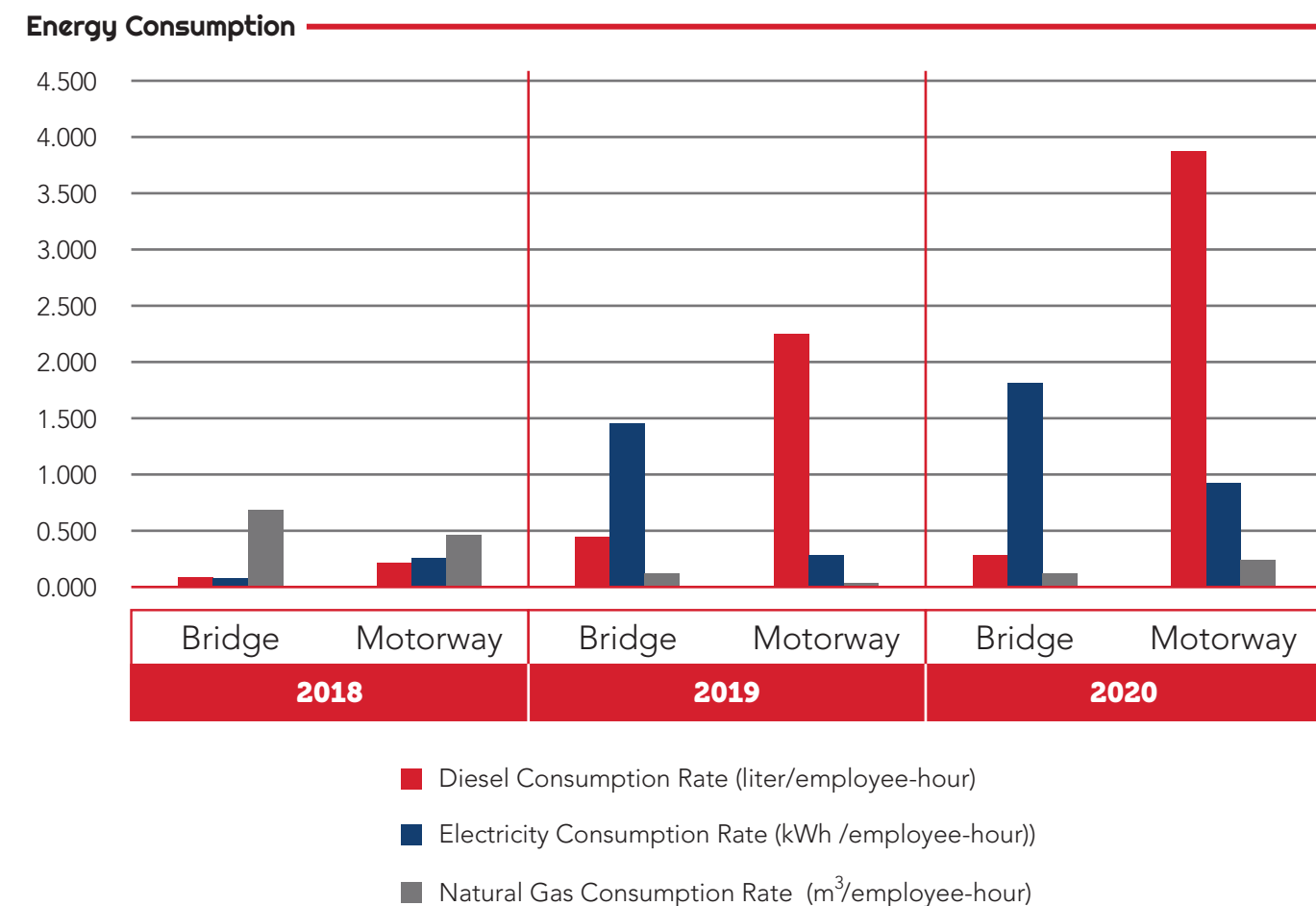
Energy Consumption Monitoring

Anthropogenic reasons such as rapid population growth, unplanned urbanization, increase in raw material consumption due to industrial activities, increase in energy demand, result in increased greenhouse gas emissions. In addition, global problems such as ozone depletion and climate change are emerging. Therefore, the monitoring of energy consumption plays a key role to define reasonable reduction targets and pursue them. Some of the practices that are being implemented in the Project are as follows:

- Energy consumption is tracked through invoices. For the monitoring of fuels purchased from petroleum retails, drivers keep fuel invoices and transmit them to relevant department for record.
- Fuel consumption of all equipment is monitored.
- The machines and vehicles are always turned off when not in use.
- Photocells are used to save electricity.
- Energy-saving equipment is preferred whenever it is possible.

Throughout 2020, resource and energy consumption data were regularly monitored and reported quarterly. In order to effectively monitor energy consumption, diesel, electricity and natural gas consumption are tracked.

Parameters	Unit	2018		2019		2020	
		Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Diesel Consumption Rate	liter/employee-hour)	0.090	0.202	0.432	2.228	0.271	3.842
Electricity Consumption Rate	kWh /employee-hour)	0.068	0.257	1.419	0.287	1.811	0.925
Natural Gas Consumption Rate	m ³ /employee-hour)	0.685	0.458	0.106	0.035	0.119	0.242



In 2020, it is aimed to reduce the energy consumption rate by 5% per employee-hour compared to 2019. It is expected to observe a deviation in energy consumption rate in parallel with the progression in construction activities. Some of the practices that are being implemented in the Project are as follows:

- Due to the acceleration of marine works in 2020, diesel consumption in the Bridge section decreased, while electricity consumption increased. Natural gas consumption also decreased compared to 2019.
- In 2020, construction works on the Motorway section were very intensive, the number of project workforce and machinery increased, and therefore the consumption rates of all resources increased. As explained above, since the intensity of construction works directly affect resource consumption, the increase in consumption rates is considered natural.
- Energy efficient light bulbs are used.
- Designated parking areas are created for construction machinery to reduce travelling distances.
- Informative posters were placed, and necessary training is conducted for employees to enforce speed limit in use of vehicles.
- Fuel tanks are sealed to prevent leaks.
- Training is conducted for not keeping the machines and vehicles idle when not in use.
- In order to reduce the use of natural gas, thermal insulation was installed in the campsite.



Greenhouse Gas Emissions Monitoring

Greenhouse gas emission assessment studies started in 2018. These studies were carried out during the ESIA period by ERM in accordance with Equator Principles and IFC Performance Standard 3. Potential greenhouse gas emissions were calculated using publicly available sources and Project planning. In cases where the data was not available, a conservative approach was made in assumptions. The details of the assessment and calculation methods are presented in the ESIA Report disclosed through Project website.

Greenhouse gas assessment study was updated by ERM to cover 45-month construction period based on the field data collected during the first year of construction.

Project's greenhouse gas emission sources are listed below:

- Scope 1: Direct emissions from fuels used by on-site construction machinery, including generators, Project vehicles, asphalt and concrete production
- Scope 2: Indirect emissions from electricity used on-site and in campsites
- Scope 3: Other indirect emissions from the production of materials supplied by third parties during construction

The greenhouse gas emissions calculated by ERM are given in the table.

As a result of the updated calculations in 2019, it was seen that the construction of the Project will be completed with lower emission values than predicted in 2018. It has been determined that this difference is due to several factors such as forecast about fuel consumption, shorter construction time, and some of the materials needed are reduced.

Since the annual average of Scope 1 and Scope 2 emissions does not exceed the 100,000 t CO₂e threshold of the Equator Principles, an alternative analysis was not required. In addition, it is planned to monitor energy consumption for continuous performance improvement and to implement necessary practices to reduce greenhouse gas emissions. Besides, an annual average of 25,000 t CO₂e calculated in the Greenhouse Gas Emission Assessment Update is below the voluntary reporting emission threshold of the Equator Principles. However, practices will continue to reduce greenhouse gas emissions by monitoring energy consumption throughout the Project.

Greenhouse Gas Emissions		5,5- Year Projection Calculation Realized in the ESIA Period in 2018 (t CO ₂ e)	GHG Assessment Update for 45 Months Realized in 2019 (t CO ₂ e)	
Scope	Emission Sources	Bridge & Motorway	Bridge	Motorway
Scope 1	Diesel	50.000	4.088	2.470
	Diesel (Hauling)	100.000	0,113	28.460
	Asphalt and Concrete Production	300.000	-	-
	Natural gas	-	2.475	2.450
TOTAL SCOPE 1 EMISSIONS		450.000	6.680	33.380
Scope 2	Electricity	5.000	6.563	1.180
TOTAL SCOPE 2 EMISSIONS		5.000	6.563	1.180
Scope 3	Cement	-	45.375	136.950
	Steel	130.000	13.550	165.300
	Aggregate and Admixture	-	-	62.230
TOTAL SCOPE 3 EMISSIONS		130.000	58.930	364.480
TOTAL (Scope 1 & 2 & 3)		585.000	471.213	
TOTAL (Scope 1 & 2)		455.000	47.803	
TOTAL (Scope 1 & 2) Yearly Average		80.000	12.760	



Waste Management

Managing the waste generated due to the Project activities, controlling, and taking necessary actions are one of our performance indicators. Project's environmental impacts including the ones related to waste management were identified during the ESIA stage in accordance with IFC Performance Standard 3. Waste management in the Project consists of management of extracted material, spoil, transportation of material and wastes, and other wastes generated due to earthworks and construction activities. Waste management plays a very important role to keep the negative potential impacts on environmental and social receptors at a minimum.

- The main aim since the beginning of the Project is to keep the amount of waste generated at a minimum.
- Spoils and operational wastes are reused whenever possible. This also helps to reduce amount of materials needed to be procured, the transportation requirement of these materials, and labor costs, and also the fuel to be consumed to bring these materials to site.
- Waste reuse options are kept at highest level on-site and off-site.
- Disposal is the last preferred option in the waste management system.

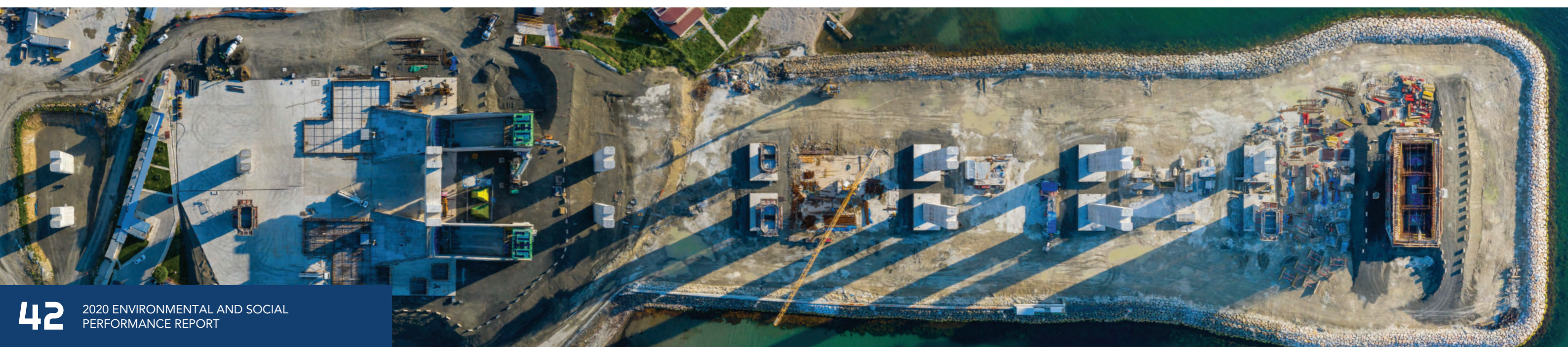
Based on the management hierarchy listed above, a Waste Management Procedure has been prepared in accordance with the mitigation measures set out in the ESIA. The measures taken are as follows:

- Generated waste is only delivered to authorized and licensed sites and facilities.
- Waste generation is kept at a minimum as much as possible.
- To minimize the amount of packaging waste, the procurement of materials is carried out in bulk or reusable/returnable.
- Several measures are taken to prevent spills and leaks.
- Where possible, non-hazardous or less hazardous materials are used.
- Reuse of materials is kept at the highest level.
- Effective applications are preferred for the maintenance and cleaning of the sites.
- Waste collection is carried out in an appropriate manner.
- Wood, steel, plastic, and paper waste are collected separately. Hazardous, non-hazardous, and recyclable wastes are prevented from mixing with each other before disposal.
- Secondary containment measures are applied for the storage of chemicals and hazardous substances.
- Packaging waste, domestic waste, scrap metal and medial waste quantities are monitored.

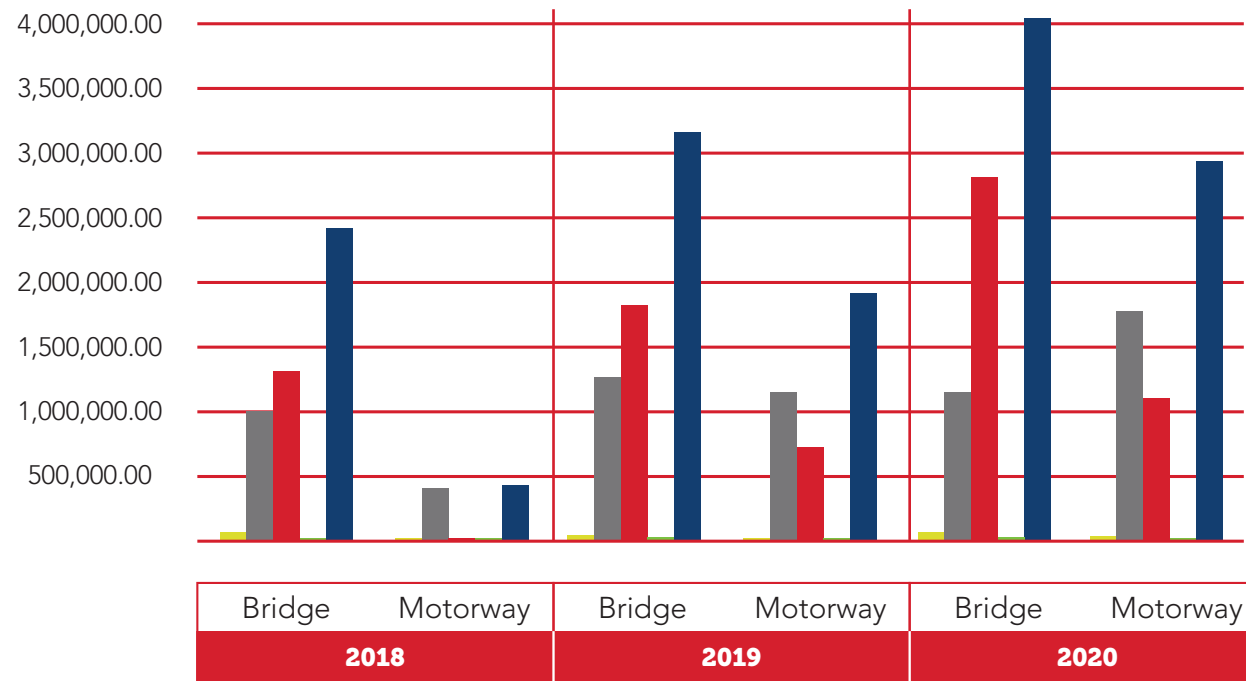
Within the scope of Waste Management; the amounts of packaging waste, domestic waste, metal waste and medical waste are monitored.

Monitoring Parameter	Unit	2018		2019		2020	
		Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Amount of Packaging Waste	kg	80.212	14.176	52.707	25.710	76.880	46.070
Packaging Waste Generation Rate	Kg/Employee-hour	0.017	0.019	0.009	0.004	0.01	0.01
Amount of Domestic Waste	kg	1,035,580	416,640	1,272,000	1,164,000	1,160,544	1,781,095
Domestic Waste Generation Rate	Kg/Employee-hour	0.230	0.550	0.207	0.198	0.17	0.21
Amount of Scrap Metal	kg	1,331,390	7,640	1,840,000	744,000	2,821,564	1,115,320
Scrap Metal Generation Rate	Kg/Employee-hour	0.296	0.010	0.299	0.126	0.42	0.13
Amount of Medical Waste	kg	90	22	198	234	381	584
Medical Waste Generation Rate*	Kg/Employee-hour	-	-	-	-	-	-
Total Amount of Waste	kg	2,447,272	438,478	3,164,840	1,933,674	4,059,369	2,943,069
Waste Generation Rate	Kg/Employee-hour	0.643	0.579	0.515	0.328	0.60	0.34

*Medical waste generation rates are negligible comparing to others

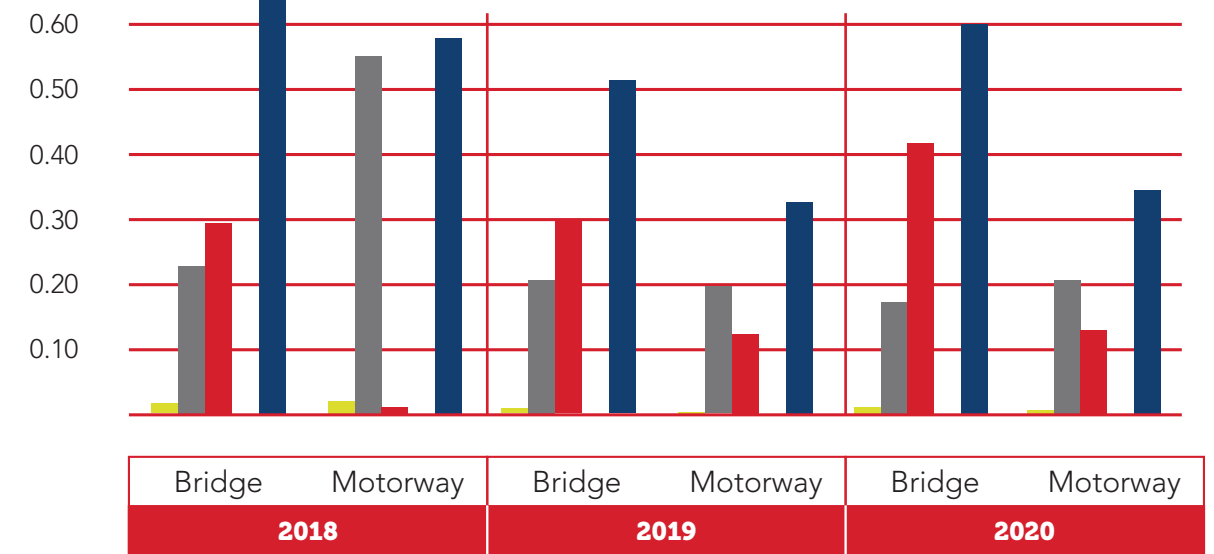


Amount of Waste (Kg)



■ Amount of Packaging Waste
■ Amount of Scrap Metal
■ Total Amount of Waste
■ Amount of Domestic Waste
■ Amount of Medical Waste

Waste Generation Rate (Kg/Employee-hour)



■ Packaging Waste Generation Rate
■ Scrap Metal Generation Rate
■ Total Waste Generation Rate
■ Domestic Waste Generation Rate
■ Medical Waste Generation Rate

In 2020, a slight increase in the amount of waste generated per employee-hour was observed compared to 2019. Accordingly, the following waste minimization measures determined for 2020 were reviewed and additional actions were determined for 2021.

- Various training was organized for separate collection of recyclable wastes and hazardous wastes at source
- Familiarization of the waste sites was carried out during site inspections.
- To collect wastes more efficiently, new waste collection points have been established.
- The number of packaging waste containers has been increased in camp areas and sites, preventing packaging wastes from mixing with domestic wastes.
- Double-sided printing of papers other than important documents has been ensured.
- Trainings were carried out to increase the duration of use of existing products.
- Efforts have been made to ensure the reuse of non-hazardous wastes
- Wholesale procurement practices were improved to prevent the increase in the amount of packaging waste with each purchased material.
- Asphalt and concrete wastes were given to local municipalities to be used for improvement of village roads.



Noise Management

The determination of the Project's noise impacts was carried out during the ESIA stage. In addition to determining background noise levels before the start of construction activities, it was determined as a requirement to monitor the noise level during construction and operation phases. Accordingly, baseline noise level determination studies were carried out at six locations in the Project area.

Noise monitoring activities are continued to be carried out monthly in accordance with the IFC Environmental, Health and Safety Guidelines. The results are evaluated according to the following principles set out by IFC Standards:

- Noise levels must not exceed 55 dBA during the day (07:00 - 22:00) and 45 dBA at night (22:00 - 07:00).
- Where baseline conditions are above 45/55 dBA thresholds, noise levels should not increase by more than 3 dBA compared to noise baseline data.

The data obtained as a result of the measurement campaigns are used as input in the noise monitoring activities carried out periodically in the HSE Department.

In addition to the noise impacts generated due to the construction phase of the Project, operation phase noise impacts have also been assessed. Noise modelling has been performed to understand the level of noise impacts the operation period. In the modeling study, the impacts for all sensitive receptors have been determined for the years 2023 and 2033. The residual impact significance for daytime and nighttime were identified. Mitigation measures have been determined for the areas subject to "High" and "Medium" noise impacts. Social monitoring is recommended for areas where the impact significance is "Low". At the end of the study, it was determined that there is only one settlement that is expected to experience "High" and/or "Medium" noise impacts related to the operation of the motorway. The study revealed that physical measures should be taken for this settlement. Accordingly, using the outputs of the modelling study, it was decided to construct a noise barrier to minimize noise at this settlement. In 2020, the design works of the barrier were initiated. The installation of the barrier will start 2021.

Biodiversity Conservation

For the sustainability of many elements that ensure the continuity of life, from human health to economic activities, and from the protection of natural resources to agricultural activities, we meticulously continue the biodiversity conservation efforts.

During the ESIA period, the existing impacts of the Project on biodiversity were identified. A Biodiversity Action Plan has been developed in the light of IFC Performance Standard 6 to manage Project activities that may affect biodiversity features. In this plan, impacts and area of influence are analyzed under three groups as terrestrial ecology, freshwater ecology, and marine ecology.

To minimize our impact on biodiversity features, we continue our activities in the light of guidance from in-house and independent ecology experts. Some of the good practices we have implemented in this context are as follows:

The long-term transformation of forest lands into different areas of use and the destruction of biodiversity are among the top human-induced factors that cause the climate crisis. 1915Çanakkale Bridge and Motorway Project carries out reforestation works by determining commitments with the awareness of its responsibility against the danger of deforestation. Accordingly, a "Tree Calculation Report" was prepared in 2019 to determine the number of trees and forest areas that will be affected by the Project within the scope of the Environmental and Social Action Plan. The calculation method for the forest areas and the number of trees affected by the Project was approved by ARUP in March 2019 and used to determine the Project's reforestation commitments.

Reforestation calculations were planned to be carried out in two phases.

After the investigations within the scope of Phase 1, it was determined that a total of 86,443 trees would be affected by the Project. It is aimed to plant 5 new trees for each affected tree. In this context, the total number of trees to be planted is calculated as 432,215. Tree calculations for the Phase 2, which will be finalized in 2021, are ongoing.

Pinna nobilis (fan mussel) is a marine species endemic to the Mediterranean region. Due to the serious decline in its populations, it has been taken under protection by the Europe Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and wild animal and plant species). **In 2018, 1,054 *Pinna nobilis* individuals were transplanted to safe areas within the scope of our biodiversity activities in the Çanakkale Strait, a region where this species lives densely.** For the transplantation, we worked together with Çanakkale Onsekiz Mart University. Experts determined the number of individuals by making a reconnaissance dive and created a plan for the transplantation. One month after the transplantation, underwater dives were carried out to check whether the individuals were living in their natural habitat in a healthy way. One year later, in 2019, another dive was carried out to follow the survival rate. In 2019 and 2020, the years after the transplantation, dives were also carried out to follow the survival rate. **As a result of these dives, it was determined that close to 95% of the population was alive.**

During the construction phase of the Project, we carry out ecological studies for aquatic and terrestrial habitats and work for biodiversity conservation. In the ESIA Report prepared for the Project, three limited range distribution flora species were identified along the motorway route: *Ferulago confusa*, *Rorippa thracica* and *Thymus atticus*. **To protect these species, efforts are underway to collect plant seeds along the motorway route and send them to the Turkish Seed Gene Bank for safe storage.** As defined in the Soil Erosion, Reinstatement and Landscape Management Plan, the types and quantities of seeds collected and reintroduced in the post-construction landscape phase are recorded in the Seed Collection Register. Although seed counting activities continue, more than 8,000 seeds were collected in 2020.

To provide a safe passage for wild animals and ensure habitat continuity, it is planned to build an ecological bridge closed to pedestrian and vehicle traffic. This will also help to improve safe driving conditions by reducing the probability of vehicle-animal collisions.

Terrestrial Ecology

A 1,000-meter-wide buffer zone with 500-meter on each side of the axis along the Project route is considered as the impact area.

Freshwater Ecology

Freshwater resources that intersect with the route are considered as an area of influence.

Marine Ecology

Bridge construction sites (on-shore and off-shore) are considered as an area of influence.

7. Social Performance Management and Creating Social Value

Transparent Stakeholder Engagement

The significance of the 1915Çanakkale Bridge and Motorway Project is tremendously important in terms of improving the motorways across the country that is envisaged in the Vision 2023 Master Plan which is the blueprint of Turkey's national development vision. Therefore, numerous stakeholder groups have engaged each other via various communication channels in our Project.

Stakeholder engagement activities related to the Project were carried out in 2016, after the approval of Environmental Impact Assessment process. Following these, public participation meetings were carried out in January 2018 in line with IFC Performance Standards. During these meetings, ESIA Package was opened for public comments. 68 NGOs were invited to the meetings and approximately 1,000 people attended the events. Stakeholders' views and feedback formed the basis of the Project's Stakeholder Engagement Plan.



As defined in the Project's Stakeholder Engagement Plan:

- Project information has been disseminated to all key stakeholders and the community affected by the Project.
- Stakeholders affected by the Project and other relevant stakeholder groups at any level have been informed as part of the stakeholder consultation process. Project-affected persons (PAPs) were informed about the consultation process.
- It is explained to the stakeholders how the views and feedback received during the consultation process have been taken into account in finalizing the ESIA Report.

Detailed information about the Project's grievance redress mechanism was provided.

In the table below, the means and frequency of communication for each stakeholder group are provided.

Stakeholders	Method	Frequency
Governmental Authorities	Reports	Monthly
	Meetings	Monthly
	Special Events (Fair, Seminar, Convention, Etc.)	Case-basis
	Official Letters	Continuous
	E-mail	Continuous
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Project Employees	Social Activities
Coordination Meetings		Monthly
All Hands Meetings		Quarterly
Newsletters		Quarterly
Social Media		Continuous
Website		Continuous
E-mail		Continuous
Employment Policy Document		Continuous
Code Of Conduct		Continuous
Health, Safety, Environment And Social Relations Policy		Continuous
Trainings		Continuous
Work Health And Safety Meetings		Monthly
Worker Grievance Mechanism		Continuous
Ethics Hotline	Continuous	

Stakeholders	Method	Frequency
Prospective Customers	Special Events (Fair, Seminar, Convention, Etc.)	At Least Once A Year
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
Local People (Including Project Affected Persons - Pap)	Face-to-face Meetings	Daily
	Public Consultation Meetings	During Esia Period
	Forms And Informative Reports	At Least Once A Year
	Community Level Assistance Programme	Throughout Construction
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
	Community Grievance Mechanism	Continuous
Non-Governmental Organizations (Ngos)	Public Consultation Meetings	During Esia Period
	Informative Reports	Case-basis
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
	Sponsors (Daelim, Limak, Sk E&c, Yapı Merkezi)	Meetings
Newsletters		Quarterly
Reports		At Least Weekly Basis
E-mail		Continuous
Social Media		Continuous
Website		Continuous

Stakeholders	Method	Frequency
Lenders And Lenders' Consultantsari	Reports	Monthly
	Meetings, Teleconference	Continuous
	Document Submittal	Continuous
	Newsletters	Quarterly
	E-mail	Continuous
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
Business Partners (Consultants, Subcontractors, Suppliers, Service Providers, Etc.)	Meetings	Case-basis
	E-mail	Case-basis
	Employment Policy Document	Continuous
	Code Of Conduct	Continuous
	Health, Safety, Environment And Social Policy	Continuous
	Inspections / Audits	Monthly
	Trainings	Continuous
	Work Health And Safety Meetings	Monthly
	Worker Grievance Mechanism	Continuous
	Worker Satisfaction Surveys	Quarterly
	Project Information Hotline	Continuous
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
Website	Continuous	
Academics	Technical Visits	Case-basis
	Media (Tv, Newspaper, Etc.)	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous

One of the communication tools among stakeholder engagement activities is the grievance mechanism. The ways of communication provided to stakeholders affected by the Project and other relevant stakeholder groups via grievance mechanism are as follows:

- Grievance forms distributed to all project-affected settlements
- Project hotline
- Mail
- Direct discussions with Community Liaison Officers

You can share your questions, comments, and complaints about to Project with us via the form on our website www.1915.canakkale.com, e-mail address info@1915canakkale.com or Project Hotline 0850 281 4488.



Community Level Assistance Programme

The focus of the Community Level Assistance Programme (CLAP) is to implement programmes that will enable affected households to keep at the same level or improve their livelihood in new ways without being negatively affected by the Project, in addition to the expropriation compensation paid or to be paid by KGM in accordance with Turkish Expropriation Law. CLAP was launched in May 2019 in 32 settlements located in the 500-meter corridor from the both sides of the road axis in cooperation with our Main Implementing Partner Sustainable Rural and Urban Development Association (SÜRKAL).

Four programs have been identified in the framework of CLAP. Main objectives of the programs are listed below.

Programme 1 - Skills Development and Access to Markets

- To deliver capacity building and vocational training for all interested individuals in the target settlements.
- To encourage vulnerable groups to participate in CLAP.
- To support the affected stakeholder groups (farmers, fishermen, etc.) to access different sources of livelihood.
- To deliver on the job training and demonstrative applications for income generating activities.
- To provide training and support to rural enterprises, NGOs and related institutions.

Programme 2 - Institutional Capacity Building

- To deliver capacity building training to existing organizations in target settlements.
- To renovate several secondary schools in the project area.

Programme 3 - Natural Resources and Sustainable Energy Sources

- To provide training to communities and local institutions on efficient use of natural resources and their conservation.
- To disseminate the use of alternative energy sources whose environmental impact are lower.
- To design and implement an environmental awareness campaign and raising environmental awareness.

Programme 4 - Community Health, Safety and Wellbeing

- To raise environmental awareness on waste and their disposal at the settlements.
- To inform the vulnerable groups, elderly, women, and youth regarding how to improve their health conditions.
- To promote all activities for overall wellbeing.

To shape the CLAP, a Community Needs Assessment Study was conducted in 2019 with with focus group meetings in five settlements in Gelibolu district and four settlements in Lapseki district. A total of 191 people, 71 women and 120 men, participated in the meetings in nine settlements. The findings of the study were taken into consideration while developing detailed implementation plans to make CLAP more efficient for local people.

In 2020, examples from the activities carried out within the scope of CLAP are provided below:

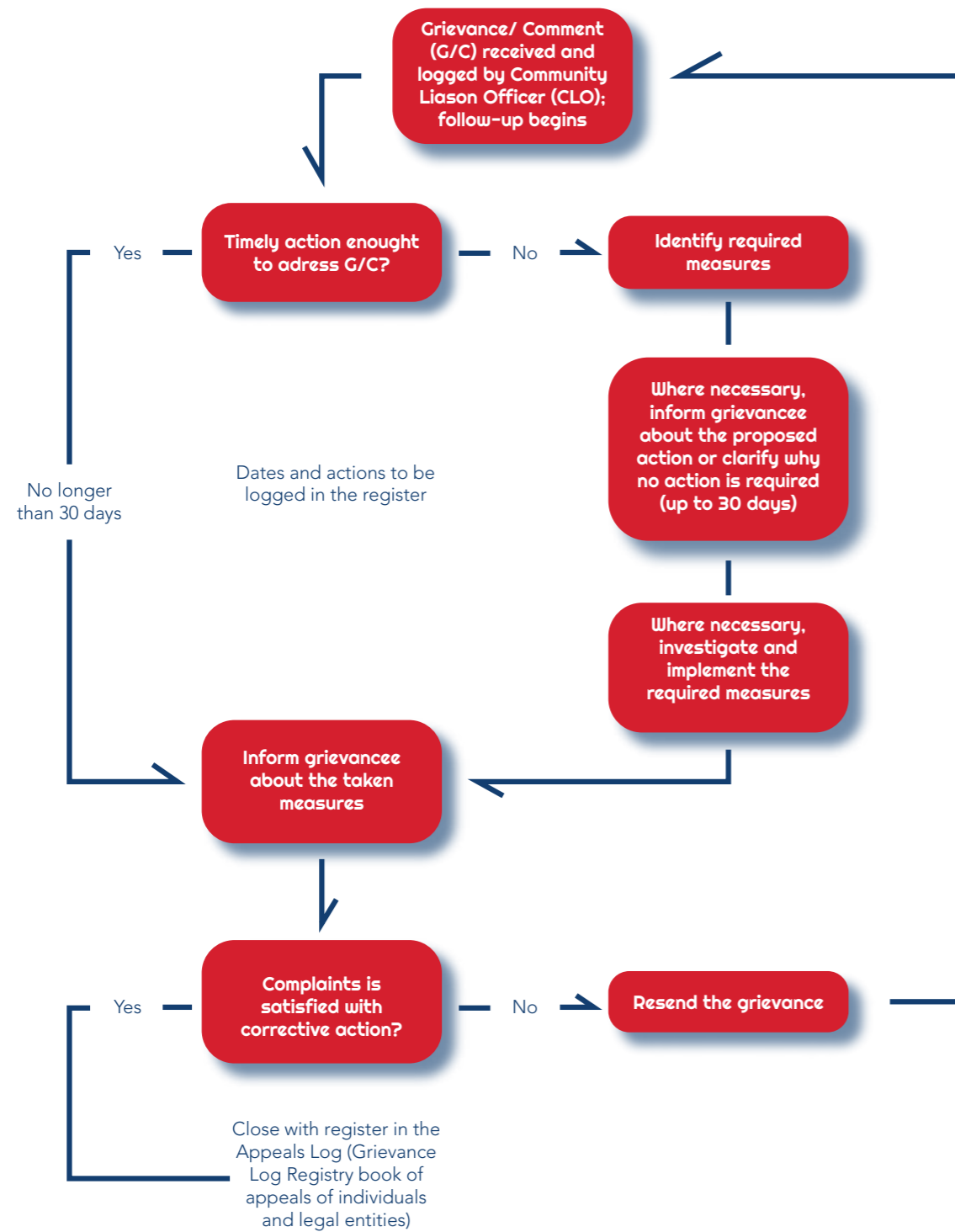
- Within the scope of the improvement works carried out in Sütlüce pasture, agricultural spraying and plantation works were carried out in 300 decares of area. The works on the remaining 315 decares will be completed in 2021.
- 752 households were trained on Healthy Food Production and input support was provided.
- 61 producers were given training on Combating Tuta Pest and input support was provided.
- 159 producers were trained in the fight against Mediterranean Fruit Fly and input support was provided.
- Fodder Plant Breeding Training was given to 701 producers interested in animal husbandry and agriculture and a total of 37 tons of fodder plant seeds were distributed.
- 2605 households were trained on Winter Vegetable Production and a total of 5.5 tons of vegetable seeds were distributed.
- Beekeeping Training was organized for 61 households and beekeeping kits were donated to the participants.
- 66 households were trained on Black Mulberry Cultivation and 250 seedlings were delivered.
- A total of 45 pieces from 11 different machinery and equipment, which were identified specific to the settlements through a previous Community Needs Assessment study, were purchased and donated to the settlements. The machinery and equipment were delivered to the production co-operative in the settlement, if any, or to the mukhtars' offices, if not, and trainings on safe use, maintenance and repair requirements were organized.
- In cooperation with Gelibolu Chamber of Agriculture, 5-decares Demonstration Area was established and Lavender Cultivation was started with 12,000 seedlings. It is aimed for farmers interested in lavender production to receive theoretical and practical training from experts by using this area.
- To support the fishing activities in the region, 600 packages (1,559.77 kg) of fishing nets were purchased and delivered to 30 members of the Gelibolu Fisheries Cooperative.
- In Koruköy, a water line of 800 meters in length was installed for the producers engaged in agriculture and animal husbandry to use the water source in the land effectively and efficiently.

Community Engagement Activities

We value our relationship with local people and see them as our neighbors. Therefore, we try to listen to them in every opportunity and create new ways and tools to collect their opinions about the Project.

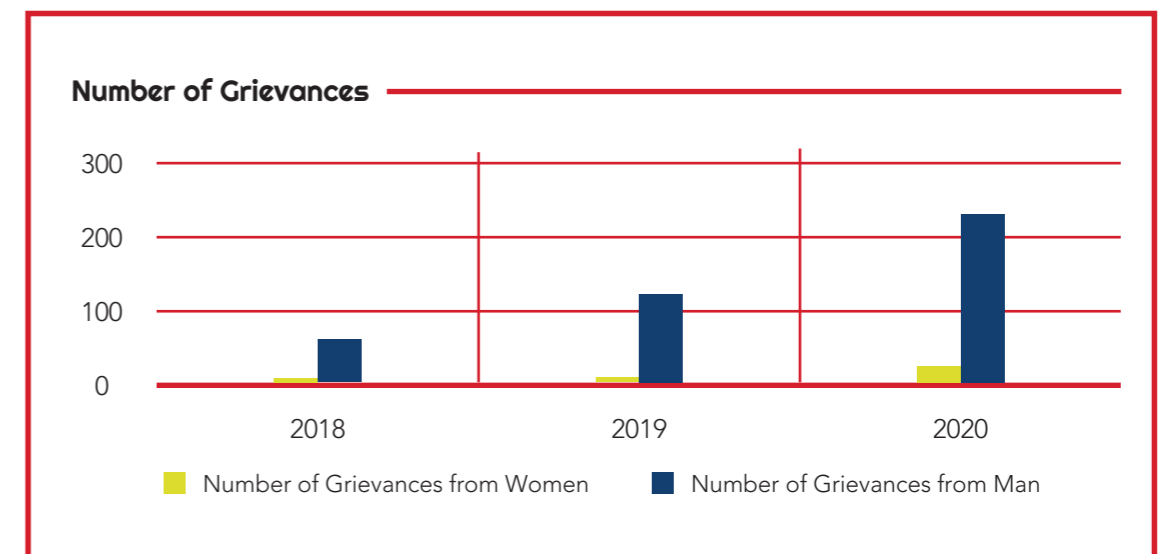
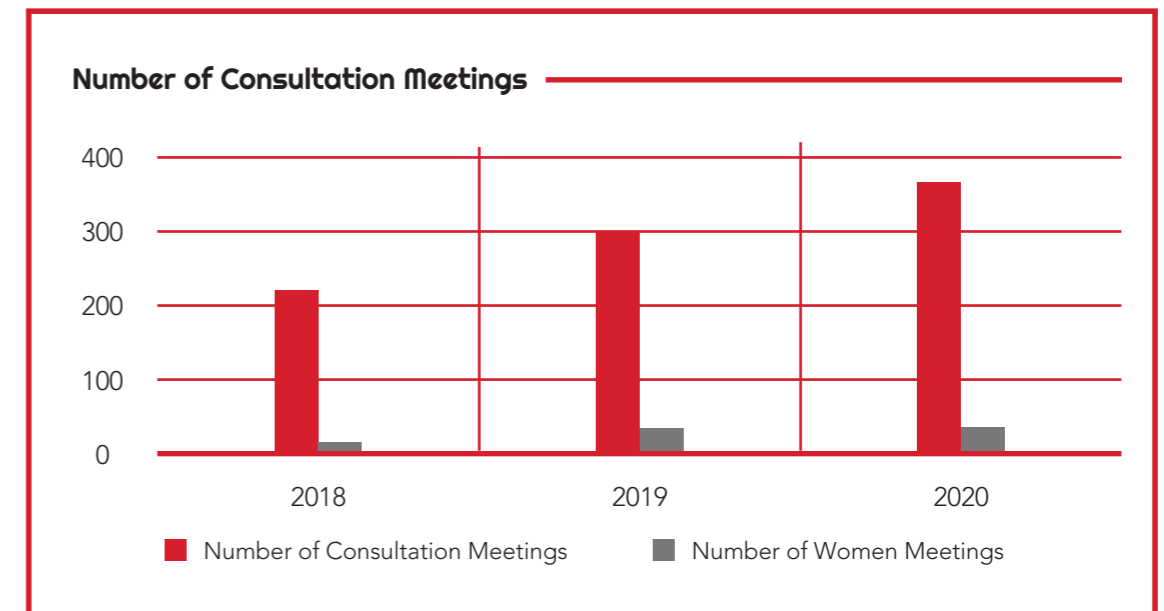
Feedback, grievances, comments and requests from the local community are meticulously taken into consideration and managed in accordance with a process. While evaluating existing grievances, necessary actions are taken in line with the principles of fairness and transparency.

Grievance Management Process Flowchart:



Our community liaison officers organize various interviews and meetings with the villages in the Project area to effectively understand the grievances.

Community Engagement Activities	2018	2019	2020
Number of Consultation Meetings	220	300	399
Number of Women Meetings	14	33	35
Percentage of Community Grievances Resolved	%99	%99	%100
Number of Grievances from Women	8	9	4
Number of Grievances from Man	61	122	137



Ethics Management

Due to the large number of companies and employees involved in the 1915Çanakkale Bridge and Motorway Project and the breadth of the area of influence, it is a necessity to identify the Project's ethical values and define code of conduct. The Project Code of Conduct aims to transfer the commitments covering the construction phase to workers and have them familiarize the important ethics subjects. The Project Code of Conduct is a sort of guidance in terms of properly fulfilling the responsibilities by respective persons in the Project and conserving the ethical values.

The Code of Conduct, which applies to all employees, subcontractors, and consultants, has been established in accordance with the IFC Performance Standard 2 - Labor and Working Conditions. Accordingly, Project's ethics management is carried out in a manner consistent with internationally recognized standards. Code of Conduct is reviewed annually and revised, if necessary, by the Human Resources and Admin Department.

In the implementation of the Code of Conduct, Project employees convey violations through Worker Grievance Mechanism, and the violations are investigated through Reward and Penalty Procedure.

The Code of Conduct is implemented with the following principles:

- Execution of project activities in accordance with the legal framework
- Respect for individual rights and cultural differences
- Honesty in establishing business relationships
- Acting honestly, respectfully and responsibly in the exchange of ideas and opinions
- Avoiding all forms of abuse, bullying and harassment
- Acting objectively and avoiding using the Project name, corporate identity, reputation and power for personal benefit
- Carrying out information sharing in a sensitive manner and avoiding the use and sharing of confidential information and/or documents
- Not giving and accepting gifts
- Complying the Occupational Health and Safety principles of the Project
- Taking responsibility in the environmental activities of the Project
- Keeping the work environment safe and clean
- Maintaining good relations with local people and avoiding any action that may cause disturbance

Working and labor conditions in the Project are secured by the Labor, Working Conditions and Occupational Health and Safety Policies defined under the Employment Policy. In this context, rules and principles have been defined to prevent child labor and forced labor, to ensure non-discrimination and equal opportunities, to prioritize local procurement, and for labor organizations, wages, benefits and working conditions, general occupational health and safety rules, training and continuous awareness opportunities, worker accommodation and protection of contractor rights.



Human Resources Management

We work with the aim of creating value for society by securing the rights of our employees with the Employment Policy. We aim to create a work environment where our employees can receive regular training and increase their skills and competences. We also aim for this work environment to be fair and egalitarian, respectful of human rights, and supportive of equal opportunity without discrimination. The Project adopts an impartial and transparent approach throughout all human resources processes, starting with recruitment, and offers equal opportunities to all employees regardless of age, gender, belief, ethnic origin, or any other personal characteristic, where any type of discrimination is not allowed.

2020 Site Employees Demographics*				
Bridge				
Company	Technical Personnel	Administrative Personnel	Blue-Collar	Subtotal
DLSY JV Employees	350	86	183	619
Subcontractors	126	276	2212	2614
Grand Total	476	362	2395	3233
Motorway				
Company	Technical Personnel	Administrative Personnel	Blue-Collar	Subtotal
DLSY JV Employees	215	47	83	345
Subcontractors	149	159	2309	2617
Grand Total	364	206	2392	2962

2020 ÇOK A.Ş. Employee Demographics*	
Department	Number of Employees
Management	4
Contract and Administration	12
Technical	9
Finance	10
Ankara Office	2
Total	37

*Contains the data belonging to the latest monthly report prepared in December 2020.

Employee Demographics in Different Categories*	
ÇOK A.Ş. Employees	
Female	%24
Male	%76
DLSY JV Employees	
Bridge	%64
Motorway	%36
Subcontracted Employees	
Bridge	%50
Motorway	%50
All Employees	
Local Employment	%19
Foreign Employees	%3
Female Employees	%6

* By the end of December 2020.

In 2020, we continued to measure the satisfaction of project employees through periodic Employee Satisfaction Surveys. The results of the surveys conducted in February, May, July and November 2020 are presented below.

	Feb. 20	May 20	July 20	Nov. 20
Grievance Mechanism	91%	%88	%92	%96
Covid-19 Precautions	0%	%78	%80	%85
Camping Areas and Catering	%85	%88	%87	%93
Occupational Health and Safety Conditions	%95	%93	%94	%96



Economic Impacts

Local Employment

In 2020, we continued our efforts to prioritize local employment, which constitutes an important component of our Employment Policy. All contractors and subcontractors in the Project were encouraged to prioritize local employment in line with the capacity building activities carried out and this was also included as a commitment in their contracts. As a result of these efforts, approximately 20% of the total Project workforce was recruited from the settlements in the Project's area of influence. By prioritizing local employment, the capacities of the local labor force have been increased and they have been supported to build work experience in specific areas.



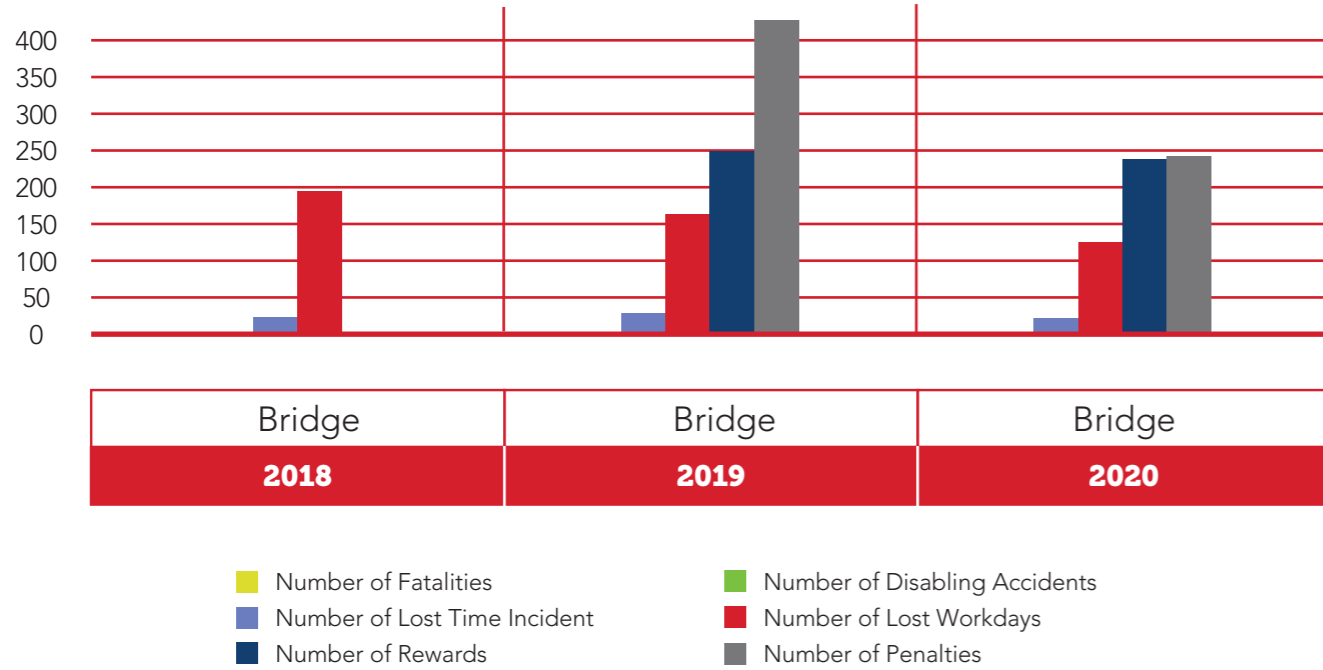
Occupational Health and Safety

Occupational health and safety is one of our focal points both for the protection of our employees' health and wellbeing, and for the success of our construction activities. In occupational health and safety management, we focus on continuous improvement to increase our performance by using management tools such as rules, plans and procedures, as well as on-site audits and training. Some of the actions taken to improve our occupational health and safety performance in 2020 are given below:

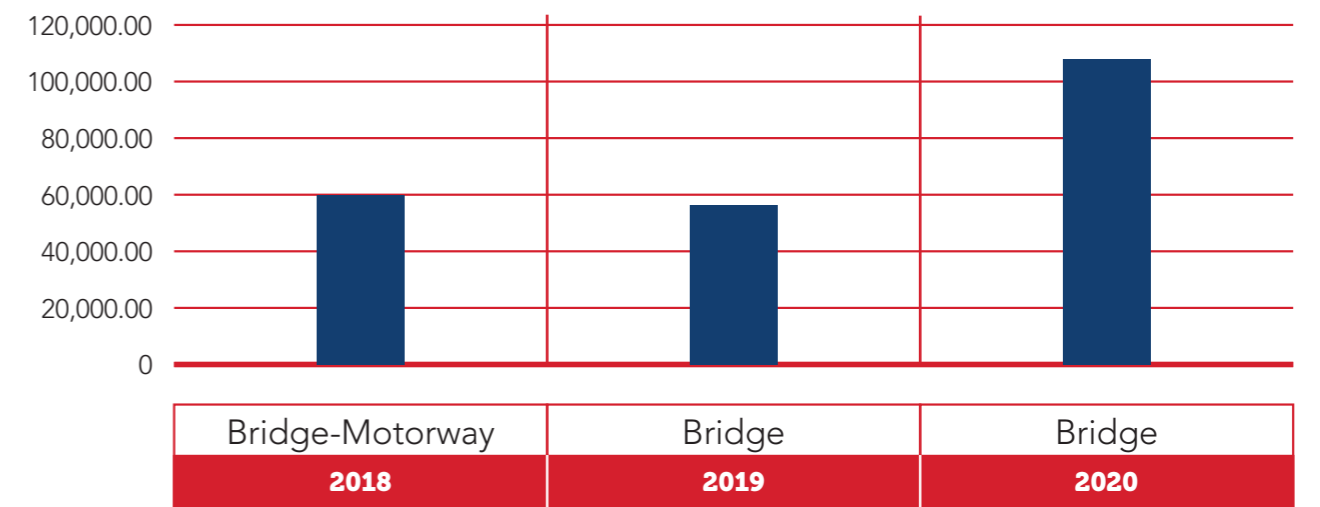
- Occupational health and safety objective, work strategies, and actions needed were planned before the activity takes place.
- Performance monitoring was carried out regularly.
- Various processes have been developed to ensure compliance with occupational health and safety rules, thus minimizing the number of incidents.
- To carry out our works in an effective and comprehensive manner, the main subcontractors were ensured to develop their management systems in compliance with OHSAS 18001:2007.
- It has been ensured that all Project parties are aware of the Project's occupational health and safety requirements in the light of IFC Standards, receive the necessary training and gain experience.
- "Safety First" philosophy has been accepted as our basic approach..

Name of Indicator	2018		2019		2020	
	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Number of Fatalities	0	0	0	1	0	1
Number of Disabling Accidents	-	-	1	0	0	0
Number of Lost Time Incident	22	2	27	24	21	25
Lost Time Incident Frequency Rate	6.76	2.87	2.74	4.07	3.21	2.26
Accident Frequency Rate	25.1	7.2	8.6	6.27	10.79	2.52
Number of Lost Workdays	196	8	165	180	125	281
Number of Rewards	-	-	251	31	239	71
Number of Penalties	-	-	429	129	242	81
Total Training Duration (employee-hour)	60.430		56.790	38.684	108.496	125.383

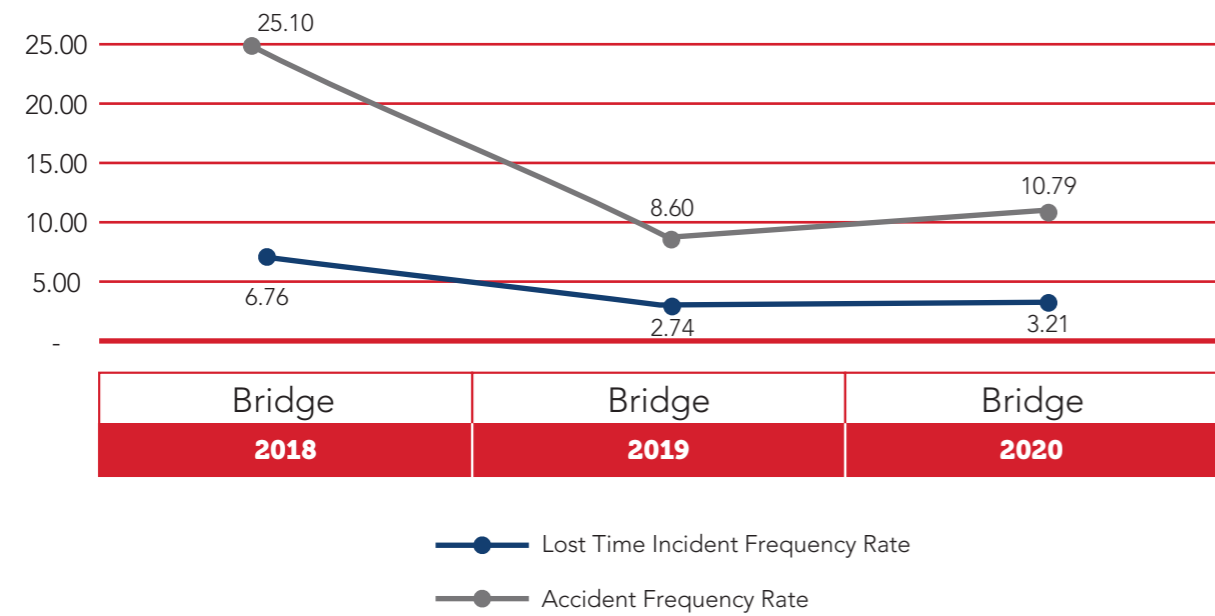
Occupational Health and Safety Performance



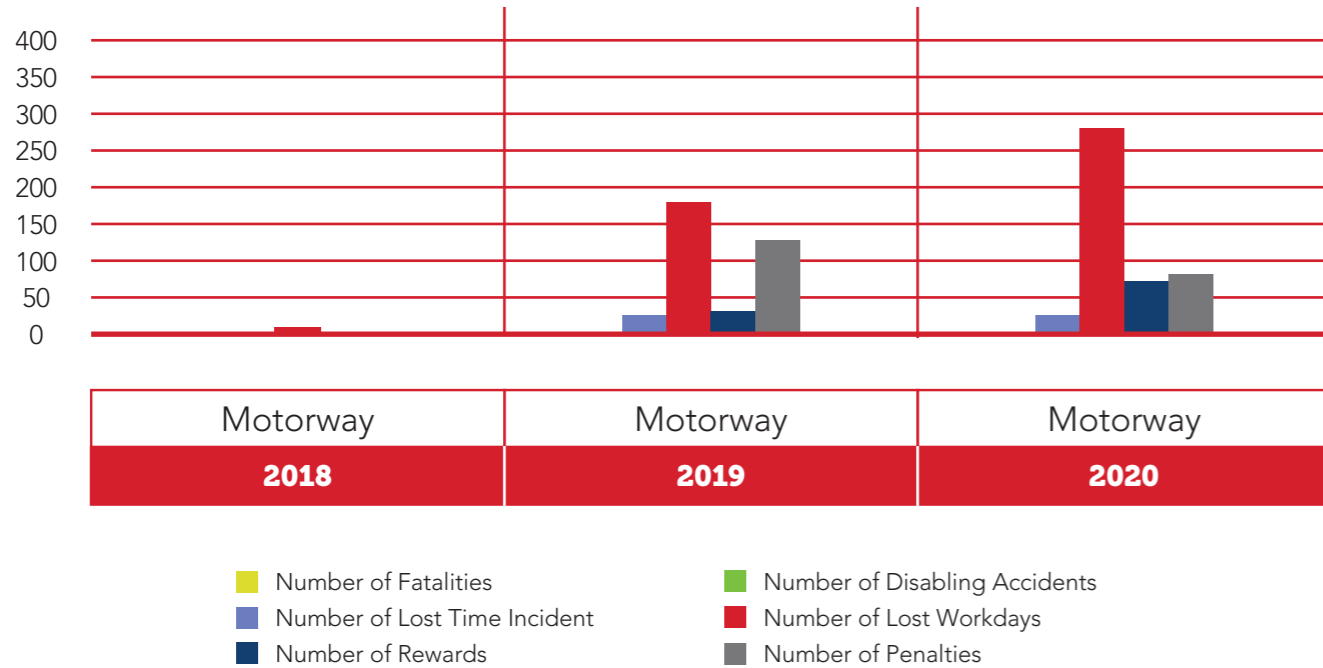
Total Training Duration (employee-hour)



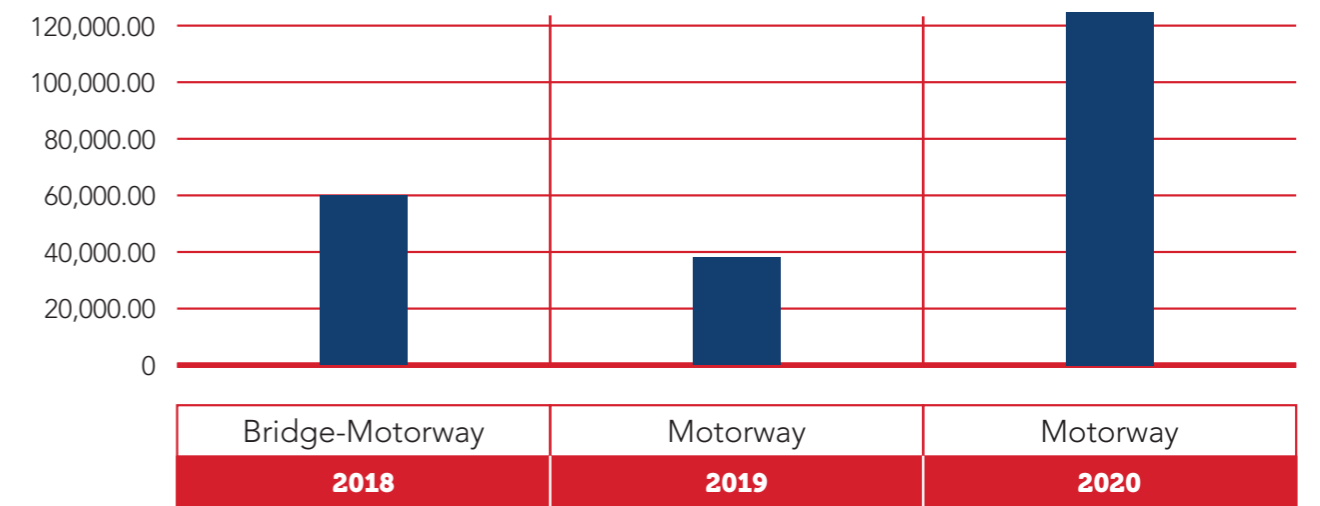
Accident Frequency Rate



Occupational Health and Safety Performance



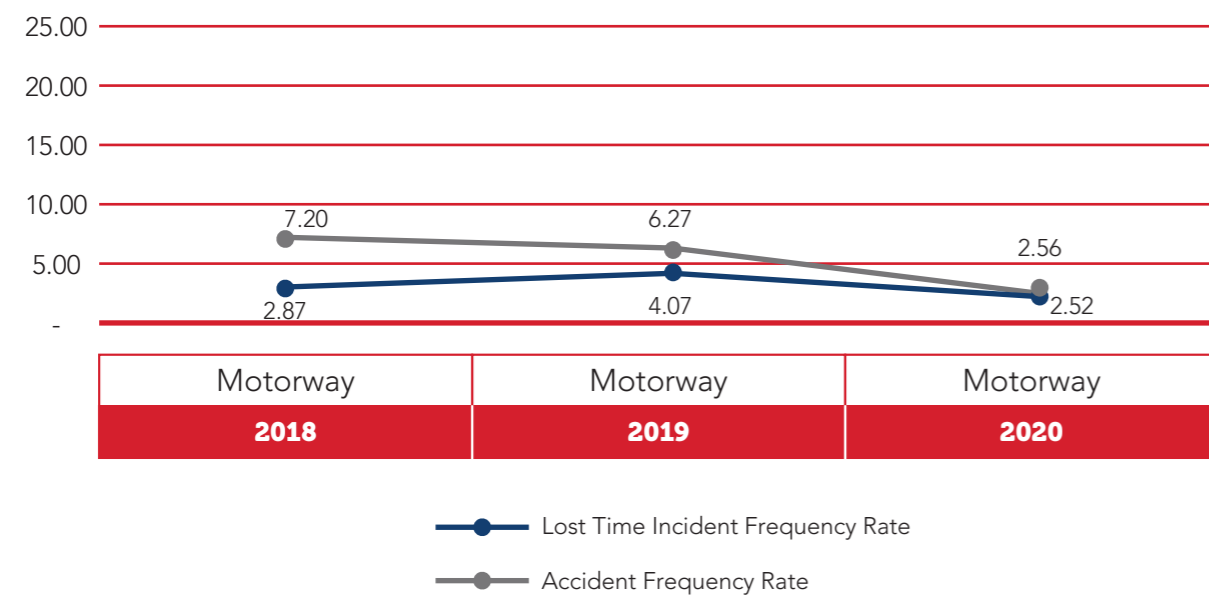
Total Training Duration (employee-hour)



Several studies are carried out by our occupational health and safety experts to prevent incidents by improving performance throughout the Project. In 2019 and 2020, capacity building programmes supported our experts and aimed to further improve our performance. Despite these efforts, there was one fatal incident in 2020. The incident was investigated in detail, legal obligations were followed, relevant authorities and parties were notified, and improvement actions were determined and implemented rapidly to prevent similar incidents from happening again.

A gap analysis was conducted in 2020 by assessing the responses of Project staff and site observations towards the seven main articles (Article 4 – 10) of the ISO 45001:2018 Occupational Health and Safety standard. The recommendations identified as a result of the gap analysis are important for the establishment of an Occupational Health and Safety Management System in full compliance with ISO 45001:2018. When the results of the analysis are evaluated, it is concluded that the existing Occupational Health and Safety Management System in the Project is being implemented effectively, and the employees have a satisfactory level of knowledge about its requirements.

Accident Frequency Rate



Archaeology and Cultural Heritage

The Project's potential impacts on archaeological and cultural heritage were first assessed during the ESIA process in the light of IFC Performance Standard 8. The report identified sensitive areas. Following the identification of sensitive areas, planned site studies were carried out and completed on the European side in 2018. The results of these studies were taken into consideration during the design process and a Cultural Heritage Management Plan was prepared.

To perform necessary mitigation measures defined by the ESIA Report and Cultural Heritage Management Plan, an expert archaeologist started working in the Project in 2018. Archaeologist(s) performed fieldwalking of the entire route and conducted studies in cooperation with the relevant local museum directorates in potential archaeological sites identified along the route. The construction works in these potential sites were carried out with the supervision of Tekirdağ Archaeological Museum and Çanakkale Archaeological Museum. In addition, detailed training was provided to all Project employees responsible for excavation works on the identification of archaeological artefacts that might be encountered during earthworks and the actions needed to be taken in case of a chance find.

In 2019 and 2020, archaeogeophysical assessment studies were carried out at 15 registered and unregistered sites on the European and Asian sides of the Project. The activities at these sites were carried out and completed under the supervision of archaeologists and the relevant Archaeological Museums. The summary of the studies is as follows:

- Prior to the works, coordination with Çanakkale Archaeological Museum and Tekirdağ Archaeological Museum was ensured.
- Top-soil stripping activities in Gelibolu Area-3 were completed in March 2020 under the supervision of the Çanakkale Archaeological Museum. No findings were encountered.
- The archaeological findings in Gelibolu Area-5 were recovered and delivered to the museum in accordance with the decisions of the Edirne Conservation Board and under the control of the Tekirdağ Museum Directorate.

The works carried out under the supervision of the Archaeological Museums were completed in December 2020 without damaging the archaeological findings encountered in the registered area of approximately 1,000 m².

In case of any additional chance finds that may arise due to Project activities, we will continue to act with a sense of responsibility towards our archaeological and cultural heritage and will continue our support to bring the archaeological richness of our country to light.



COVID-19

As the 1915Çanakkale Bridge and Motorway Project, we have been working since day one to be a Project that respects the historical importance of the region, is sensitive to the residents of the region, prioritises the protection of natural life, and prioritises employee health and safety.

At the end of 2019, COVID-19, which was first seen in the Wuhan region of China and caused the World Health Organisation to declare a global pandemic in March 2020, was effective all over the world, while the construction works of our Project were continuing at full speed.

In this process, our top priority has been to ensure the continuity of our Project, which will be the longest medium-span suspension bridge in the world when completed and will connect Asia and Europe through the Çanakkale Strait for the first time, without compromising our principles despite the pandemic. To manage this sensitive subject and to overcome another challenge, a COVID-19 Committee was established in the early stages of the pandemic to manage the flow of information from a single center and to take fast and accurate decisions. The Committee, in coordination with the Ministry of Health and relevant institutions, decided on the measures to be taken and the arrangements to be made at the Project sites.

Some of the measures and practices taken in the Project during the pandemic are as follows:

- COVID-19 Committee held several meetings at certain period, determined the actions needed, and necessary arrangements were made in the working areas in line with the decisions taken by the Committee.
- Mask-distance-hygiene practices were ensured in our sites. Training was given to employees on the subject.
- The accommodation areas were expanded by making arrangements with hotels in Lapseki and Gelibolu districts to ensure suitable accommodation for social distancing rules.
- Masks and social distancing were made mandatory in all possible areas of the sites.
- Quarantine areas were set up for our employees with contact and/or positive test results, their health status was monitored, and necessary treatment support was provided. In this way, the spread of the virus in the site was kept as low as possible.
- COVID-19 test procedure was developed and implemented for all subcontractor employees providing support services such as catering, transport, etc.
- At the beginning of the process, all Project sites were closed to visitors. In the following periods, a negative test result obtained within the last 24 hours was required for visitors to be admitted to the site.





ÇOK A.Ş.
**Çanakkale Motorway and Bridge Construction
Investment and Operation Inc. (ÇOK A.Ş.)**

Head Office
Mustafa Kemal Mahallesi 2118 Caddesi No 4A/155
Çankaya 06530 Ankara
T 0 312 222 1915
F 0 312 215 1915

Branch Office
Büyükdere Caddesi Yapı Kredi Plaza B Blok, Kat 12,
Daire 30 Levent 34330 İstanbul
T 0 212 270 4766
F 0 212 278 2309
www.1915canakkale.com

For detailed information:

Melih Mumcu
Environmental and Social Manager
T 0 530 794 32 25

Neslihan Gömeç
Senior Environmental and Social Manager
T 0 533 566 33 73

Diyez Beksaç Cin
Corporate Communications Manager
T 0 532 371 6050

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