

2021 ENVIRONMENTAL AND SOCIAL PERFORMANCE REPORT





1915ÇANAKKALE BRIDGE AND MOTORWAY PROJECT

2021 ENVIRONMENTAL AND SOCIAL PERFORMANCE REPORT





Contents

1. About the Report	6		
2. CEO's Message	8		
3. About the Company	10		
- About DL E&C	12		
- About Limak	12		
- About SK ecoplant	13		
- About Yapı Merkezi	13		
4. About the Project	14		
- 1915Çanakkale Bridge and Motorway Project in Numbers	16		
- Sustainability in the 1915Çanakkale Bridge and Motorway Project in Numbers	20		
5. Environmental and Social Performance Management	22		
- Concept of Corporate Sustainability	26		
- Environmental and Social Action Plan	30		
		6. Environmental Performance Management and Combating Climate Crisis	34
		- Water Management	34
		- Greenhouse Gas Emissions and Energy Tracking	37
		- Waste Management	44
		- Noise Management	48
		- Conservation of Biodiversity	48
		7. Social Performance Management and Social Value Creation	50
		- Transparent Stakeholder Interaction	50
		- Community Level Assistance Program	56
		- Activities for Public Participation	58
		- Ethics Management	60
		- Human Resources Management	62
		- Economic Impacts	66
		- Occupational Health and Safety	67
		- Archaeological and Cultural Heritage	72

1. About the Report

With the publication of this report, we are pleased to present our environmental and social management approach, performance and future goals to our stakeholders. Our aim is to share the environmental and social performance of the 1915Çanakkale Bridge and Motorway Project with you every year and to inform our stakeholders in an accurate, comprehensive, understandable and transparent manner.

This report covers the period between 01/01/2021 and 31/12/2021 and includes the environmental and social dimensions, indicators and activities of the issue related to the expectations of our stakeholders. In cases where the data relates to a different time period, an explanation is provided in the relevant sections.

In addition to continuously improving our environmental and social performance each year, we are committed to sharing the results with our stakeholders through this report. Our stakeholders can access the PDF version of the report at www.1915canakkale.com.

We value the feedback we receive from our stakeholders, which is essential to improving and reporting on our environmental and social performance. If you have any suggestions, complaints or feedback, please contact us at info@1915canakkale.com.



2. CEO's Message

Dear Esteemed Stakeholders,

I am pleased to announce that our diligent work in environmental and social areas has received international recognition. The Environmental Best Practice award presented to our Project by the Green Organization, one of the world's most prestigious organizations, will be a great source of motivation in the continuation of our work. In this regard, we are proud to have won our first award in the field of environmental impact management. We are determined to fulfill our responsibility and take it further in the coming years.

We continue to accelerate our work without compromising care in all areas of the 1915Çanakkale Bridge and Motorway. We aim to implement better practices by constantly improving our environmental and social management system.

The pandemic, which has touched every aspect of our lives and once again demonstrated the importance of the principles of adaptation, agility and resilience with the "new normal", has maintained its place in our lives, even with the easing of measures in the second half of the year. In a global health crisis, we believe we are on the verge of managing the process with minimal impact, thanks to the precautions we have taken in our areas of work, the priority we have given to human health, and the attention and determination of all our colleagues.

We continue our efforts to maintain a harmonious relationship with society by prioritizing environmental balance and social welfare. In order to achieve this goal, we have created a project culture that is rooted in environmental and social awareness, guided by the findings of the Environmental Impact Assessment Report prepared in accordance with the laws of our country, and strengthened by the global criteria specified in the Environmental and Social Impact Assessment Report. We will continue to actively support this culture throughout the project.

The involvement of our stakeholders is the cornerstone of our work success. By strengthening our stakeholder consultation process, we aim to stay in constant communication and will continue to take your feedback into account.

We are proud to share our environmental and social performance with you in our fourth annual Environmental and Social Performance Report. With your support, we are taking firm steps towards our goal of completing the construction phase of 1915Çanakkale Bridge and Motorway Project. I would like to thank all our stakeholders and everyone who has contributed to our success, and I am pleased to inform you that we will continue to work with you even more closely.

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 to implement the *Malkara-Çanakkale Motorway Project, including the 1915Çanakkale Bridge*. The four partners of the company are Limak and Yapı Merkezi from Turkey and DL E&C and SK ecoplant from South Korea. Yapı Merkezi (1965) and Limak (1976), which have many national and international large-scale construction projects in their portfolio, are among the leading construction companies in Turkey. Similarly, DL E&C (1939) and SK ecoplant (1977) are among South Korea's leading companies that have undertaken large-scale construction projects. These four companies are currently collaborating on the 1915Çanakkale Bridge and Motorway Project, which will be Turkey's world-famous engineering marvel when completed.

The project consists of the 1915Çanakkale Bridge and Malkara - Çanakkale Motorway, which require different specializations. Therefore, to efficiently manage the Project, the four aforementioned sponsor companies of ÇOK A.Ş. established an Engineering-Procurement-Construction company called DLSY JV that constitutes two separate sub-organizations for the Bridge and Motorway.



About DL E&C

DL Group was founded in 1939 with 13 subsidiaries operating in the fields of construction, energy production, trade, logistics, manufacturing and entertainment. It is one of the largest corporate companies in Korea. DL E&C Tic. Ltd. is one of the main subsidiaries of the DL Group, also a world-class EPC (engineering, procurement and construction) contractor and petrochemical company. DL E&C, which carries out large-scale projects in 35 different countries and has an asset portfolio of 18 billion USD, ranked 83rd in the ENR International Largest Contractors ranking organized by the international construction industry magazine ENR (Engineering News-Record) in 2021.

DL E&C, which has successfully constructed 5 suspension bridges and 11 cable-stayed bridges so far, is among the world's leading companies with its bridge construction expertise. DL E&C's suspension bridges include the Yi Sun-sin Bridge in Yeosu/Gwangyang, which was completed in October 2012. This bridge is the longest suspension bridge in South Korea and the fifth longest suspension bridge in the world.

DL E&C, as an exemplary institution, also attaches importance to social responsibility activities. DL E&C carries out social contribution activities focused on creating value in society, taking into account the requirements of the construction industry and the competencies of DL Group subsidiaries.



About Limak

Founded as a construction company in 1976, Limak is one of Turkey's leading companies operating in the construction, energy, infrastructure, cement, and tourism sectors both domestically and abroad. Limak's commercial activities include construction, electricity production and distribution, cement production, airport and port construction. In addition, Limak ranked 56th in the ENR International Largest Contractors list in 2021. This rating reflects the nature and scale of the company's EPC contracting contracts.

These EPC contracts include the Istanbul Grand Airport project with a capacity of 150 million passengers and the Kuwait International Airport Project worth 4.3 billion USD. Limak Construction is the main business unit of Limak Group.

Limak, a company with proven success in the region, has also signed strong negotiations with the management authorities. In addition, its good construction practices, ability to finish the work early and advanced management techniques; have increased its value with high efficiency and fast returns. Limak has undertaken multiple Public Private Partnership projects both in Turkey and abroad and currently continues to operate these projects. After successfully completing Istanbul Sabiha Gökçen Airport, Limak carried out the Istanbul Grand Airport Public Private Partnership construction project, one of the largest airports in the world.

Limak Group, which has made a name for itself with its social investments as well as its sectoral activities, established the Limak Education Culture and Health Foundation 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 Turkey's population into qualified manpower by supporting social development and development through its work. Limak Foundation carries out its activities with the slogan "Youth is the future" continues with its education-oriented approach. In this direction, the Foundation's work is built on raising strong, modern, respected generations that respect social and universal values and will contribute to the solution of social and economic problems.



About SK ecoplant

Founded in 1977, SK ecoplant is part of SK Group, Korea's third largest conglomerate, and one of the most important companies in the construction industry. Ranked 62nd in the ENR International Top Contractors rankings in 2021, SK Ecoplant is a world-class EPC contractor in the oil, gas, petrochemical, energy, construction and residential sectors.

SK ecoplant has played an active role in the successful realization of many strategic projects in Turkey, including the Eurasia Tunnel Project and Yavuz Sultan Selim Bridge (3rd Bosphorus Bridge) Project.

Voluntary services aimed at ensuring social welfare are also of great importance to the company. SK ecoplant's sustainability activities, implemented with the slogan "Dream a Dream", focus on addressing environmental problems and overcoming obstacles to social welfare.



About Yapı Merkezi

Yapı Merkezi was founded in 1965 as a contracting company in Turkey and over time it has become one of the leading companies in the infrastructure and construction sectors. Yapı Merkezi focuses on general contracting, public transportation systems, prefabrication, pre-stressing, pipe production, railway, metro, special purpose buildings, reinforcement and restoration, as well as Public Private Partnership projects. In addition to its contributions to Turkey's infrastructure and construction sector with high-scale projects, Yapı Merkezi is a strong company in the international arena that actively carries out projects in the Middle East and Africa. In 2021, Yapı Merkezi placed 68th in the ENR's International Largest Contractors rankings.

Over the years, Yapı Merkezi has demonstrated its ability and capacity to deliver major construction projects ahead of schedule, within budget and to the required quality. Yapı Merkezi's success in structuring and managing Public Private Partnership and Build-Operate-Transfer projects has also been demonstrated in its recent Eurasia Tunnel project (together with SK ecoplant). The company also has strong relationships with many international financial institutions.

Yapı Merkezi; with an ever-increasing awareness of sustainable development, aims to eliminate or reduce the negative effects of all its activities on the environment and society.

At the same time, Yapı Merkezi has determined its working policies in order to leave an environment where future generations can meet their needs. In their journey of social responsibility activities, they continue to work in many different areas such as education, support for culture and art, contribution to the environment and contribution to international peace.



4. About the Project

1915Çanakkale Bridge and Motorway Project 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 our country's important service, industry, agriculture and tourism companies are located. In addition, it is aimed to quickly direct the freight mobility from the European Union countries, especially Bulgaria and Greece, to the Aegean, Western Anatolia and Western Mediterranean. 1915Çanakkale Bridge will provide great convenience in transportation by reducing the duration of the Dardanelles crossing, which approaches 5 hours due to long ferry queues during summer and holiday periods, to 4 minutes. By connecting the Motorway to the Gebze - Izmir Motorway in Balıkesir, the Motorway distance between important tourism centers such as İzmir, Aydın, Muğla and Antalya, and European countries will be shortened and a contribution to the tourism sector will be made.

With the 1915Çanakkale Bridge and Motorway Project, in addition to comfort in travel, cargo and passenger carrying capacity will increase, time will be saved and passenger safety will be maximized.

The Project is a member of the Permanent International Association of Road Congresses (PIARC). PIARC, which has continued to promote and facilitate global discussions and knowledge sharing on road and road transport for over 100 years, currently has 122 government members worldwide and has consultative status with the United Nations Economic and Social Council. The Project's membership in this association is of great importance in terms of international information exchange and cooperation.



Awards

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

These have enabled the Project to become one of the most remarkable projects in the world and to be recognized with several awards. This year, the Project won two awards from prestigious organizations:

International Road Federation (IRF) Global Awards:

Best Project Finance and Economics

Green World Awards:

Environmental Best Practice – Gold Level

All awards received by the Project:

International Road Federation (IRF) Global Awards

Best Project Finance and Economics

Green World Awards

Turkish Deal of the Year

Project Finance International (PFI) Awards

Environmental Best Practice – Gold Level

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

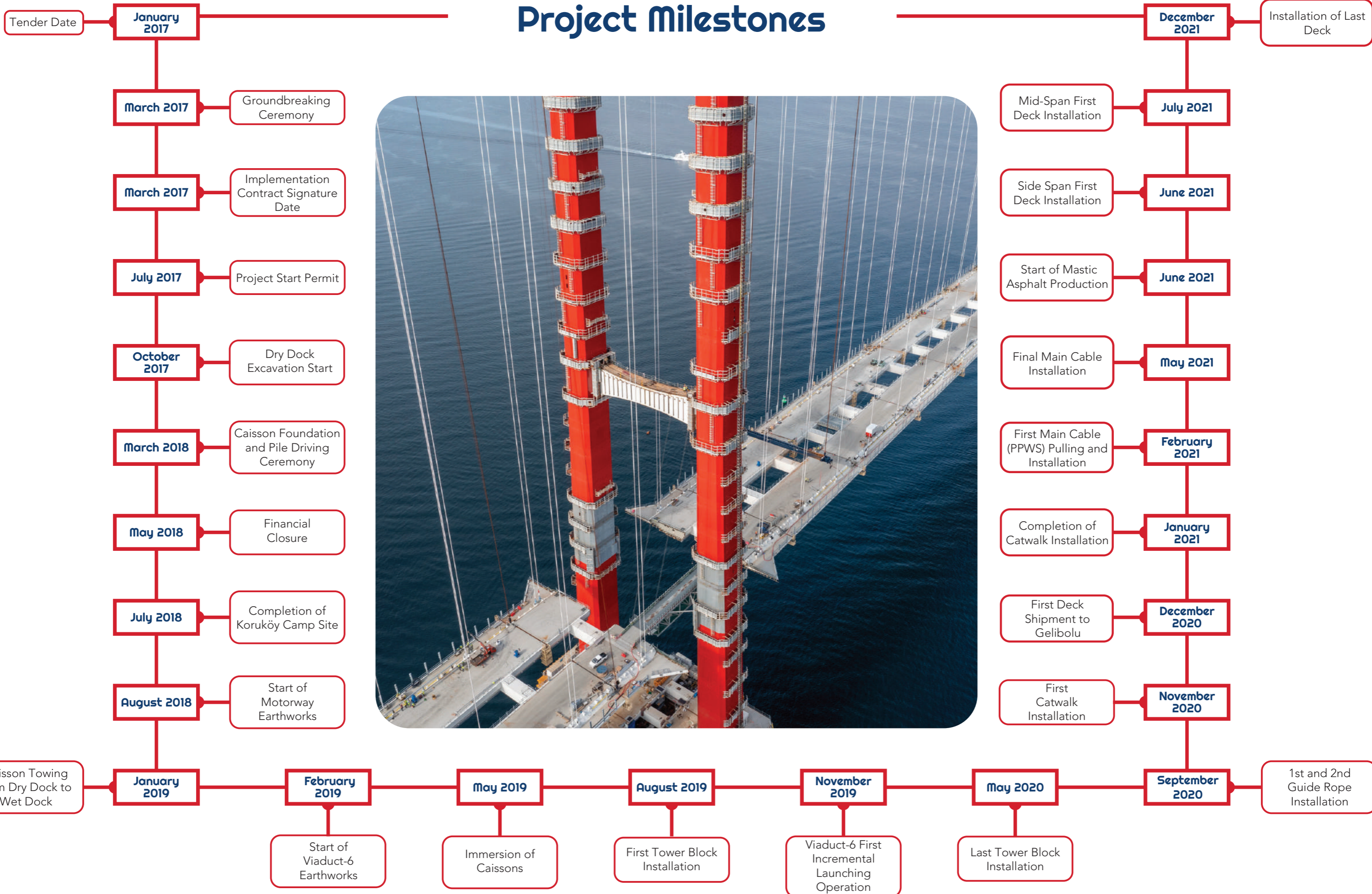
Best Project Finance Deal in EMEA-wide

Best Road Deal in EMEA-wide

EMEA Achievement Awards

Best Syndicated Loan in EMEA

Project Milestones



2.023m
Main Span of the
Bridge

318m
Tower Height

4.608m
Bridge Length

4 Motorway
Service
Areas

101 Total
Project
Km Length

6 Junctions

2 Viaducts

5 Toll
Plazas

Project Highlights

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, 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

In line with our commitment to plant five trees for each tree affected by the project, the calculations for the first phase of the afforestation works were completed in 2019. We completed our second phase calculation studies in 2021 and submitted to Lenders' Environmental and Social Consultant for verification.

As part of our afforestation efforts, **we have planted a total of 270,173 saplings** to date, 33,173 of which were planted in 2021.

Our ecologist, who is responsible for managing the potential impacts of the 1915Çanakkale Bridge and Motorway Project on biodiversity, organizes field trips of 10,000 steps per day for limited range distribution flora. Our ecologist continued to perform seed collection activities in 2021. **A total of 9,000 seeds, including 1,000 seeds collected in 2021, were delivered to the Turkish Seed Gene Bank for preservation.**

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.

Approximately 86% of the grievances submitted by our stakeholders in 2021 were resolved within 30 days.

Stakeholder engagement activities continued in 2021 by taking necessary COVID-19 measures.

A total of 440 meetings were held with local community in 2021, including 364 consultation meetings, 72 women's meetings, three health and safety meetings, and one project-affected structure meeting.

As part of the transplantation study we carried out in 2018, we moved 1,054 individuals to safe areas and observed a 95% transplantation success rate in subsequent observation dives.

The *Haplosporidium pinnae* parasite, first observed off the coast of Spain in 2016, was reported to have spread to the Mediterranean and Aegean coasts in 2021, and mass mortalities of pinnae were reported by biodiversity experts on the coasts of our country due to this parasite. In 2021, it was observed that individuals transplanted by the Project were also affected by this parasite. The status of *Pinna nobilis* individuals will continue to be monitored in the following years.



5. Environmental and Social Performance Management

The sustainability efforts at the 1915 Çanakkale Bridge and Motorway Project are focused on creating a lasting and livable legacy for upcoming generations. This part provides a summary of the environmental and social sustainability strategies implemented over the past year.

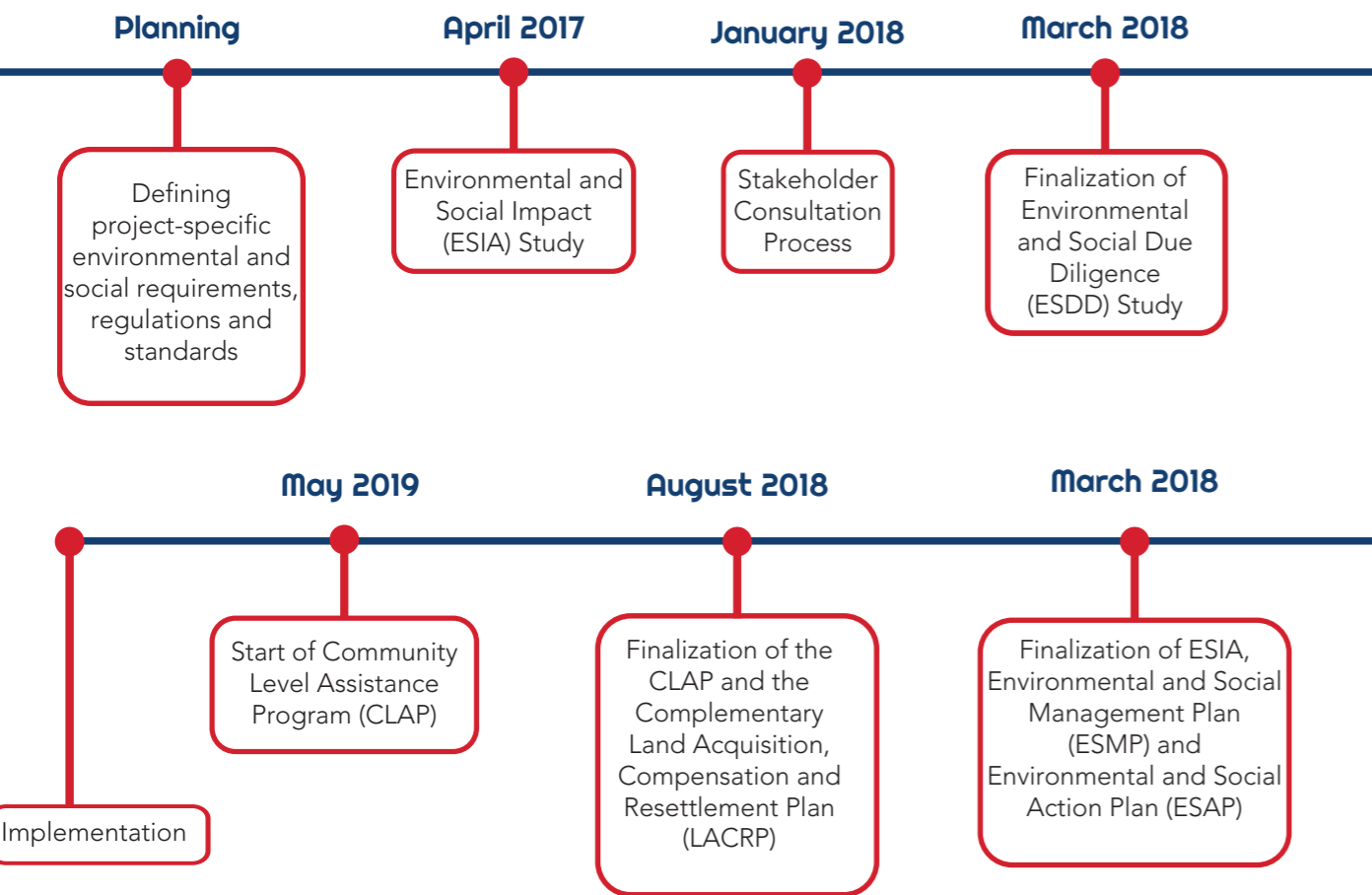
In the 1915 Çanakkale Bridge and Motorway Project, we continue our business activities with the actions we have taken in line with environmental and social awareness. In accordance with national legislation, the Environmental Impact Assessment (EIA) Report was approved at the beginning of the Project. 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.

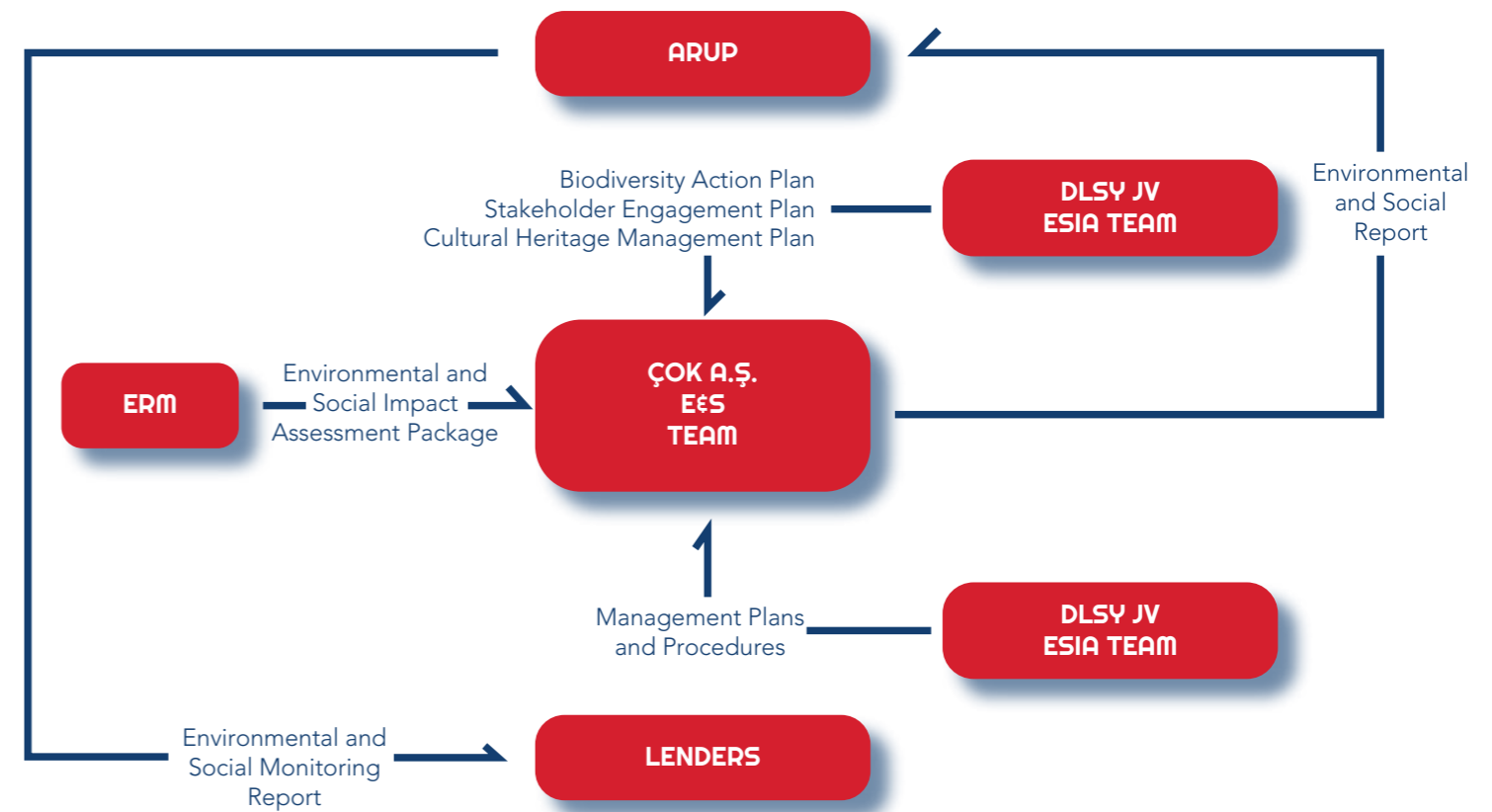
After the ESIA process was completed, an Environmental and Social Action Plan was prepared by Arup, the Lenders' Environmental and Social Consultant. Effective implementation of the items in the Action Plan is important for the Project's environmental and social performance during the construction and operation phases. In 2021, 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 aim to act with an understanding of environmental and social awareness throughout the Project.

In 1915Çanakkale Bridge and Motorway Project, our Health, Safety, Security, Environment and Social Policy ensures effective risk management, legal compliance and meeting stakeholder expectations during the design, construction, and operation phases of the Project.

The necessary actions to effectively improve our project processes and eliminate undesirable situations such as incidents are defined within the scope of the relevant policy.

We take the necessary measures to ensure a safe working environment for all our employees by following international standards.

In order to ensure the development and welfare of society, we carry out various activities in line with the objectives of establishing effective communication and ensuring the safety of the society. As part of our way of doing business, we carry out our work in a way that respects both nature and people.



The management approach of E&S Team can be summarised as "Plan-Help-Check". In order to comply with the international standards to which our project is committed to follow, an Environmental and Social Management System is operated throughout the organisation. E&S issues such as guidance of HSE field teams, Community Level Assistance Programme, protection of archaeological and cultural heritage, biodiversity, and stakeholder engagement are all managed by the ESIA team. EPC Contractor's (DLSY JV) HSE Teams are assisted in their activities by providing appropriate tools, resources and information. Audits are carried out on the fulfilment of the Project's environmental and social requirements. During the construction period, practices such as waste management, resource control, air quality and climate, noise and vibration, water quality and soil pollution are regularly monitored. With the information provided by the field teams, environmental and social performance reporting is regularly provided to our stakeholders. In addition, the Community Level Assistance Programme and issues related to local communities affected due to expropriation are managed under the responsibility of ÇOK A.Ş. E&S Team with the support of field 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</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 Program, 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 Program and Additional Land 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 habitats, not moving wild and invasive plant species to new places, biodiversity conservation activities, Biodiversity Action Plan, Passive Acoustic Monitoring and Marine Mammals Observation, Bird Observation and Important Bird Zone Practice, transplantation of <i>Pinna Nobilis</i>, preservation of limited range distribution flora seeds</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 chance finds, 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.

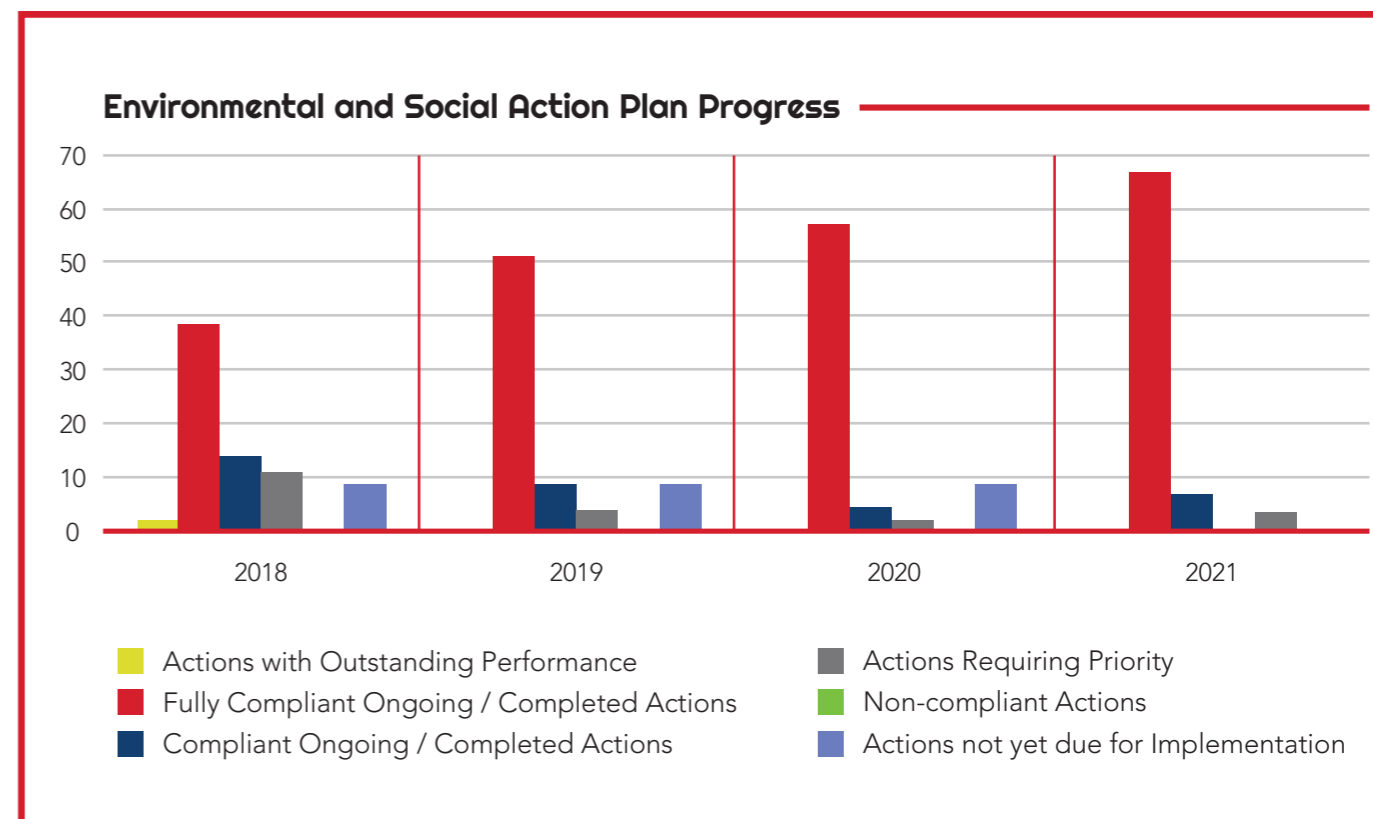
Main Environmental and Social Activities	Sustainable Development Goals
<ul style="list-style-type: none"> Local Recruitment Practices 	
<ul style="list-style-type: none"> Community Level Assistance Program and Public Relations Projects 	
<ul style="list-style-type: none"> Social Commitments and Occupational 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 ensure high environmental and social performance by following the Environmental and Social Action Plan. We work to achieve the targets set out in the plan within the timeframes set. We carry out our environmental and social impact assessments with the help of our field teams, particularly on issues such as the preparation of environmental and social management plans for our construction and operating processes, stakeholder engagement plan, 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	As of the end of 2021
Actions with Outstanding Performance	1	0	0	0
Fully Compliant Ongoing / Completed Actions	38	51	57	66
Compliant Ongoing / Completed Actions	14	9	5	6
Actions Requiring Priority	11	4	2	1
Non-compliant Actions	0	0	0	0
Actions not yet due for Implementation	9	9	9	0



Our capacity building training to ensure the systematic development of environmental and social management knowledge and skills of project components continued in 2021.

Our training topics include the Equator Principles, IFC Performance Standards, occupational health and safety practices, environment, ecology, archaeology, community engagement, and labour-related social obligations.

We have started capacity building activities with our O&M Subcontractor especially with their Q-HSE Team, who started to be more involved with the project in 2021 and will have important responsibilities during the project's operational period.

In 2021, our employees were provided with detailed information on our environmental and social activities through 53 capacity building trainings for different levels.

Environmental, Health and Safety Inspections and Practices

Periodic environmental, health and safety inspections are carried out in our project. Audit findings and results are evaluated by the assigned committees in meetings in line with our principle of continuous development, and necessary actions are followed.

The current situation for 2021 can be seen in the table on the right.



		2019	2020	2021
Number of inspections made by ÇOK A.Ş.	Bridge	17	7	16
	Motorway	23	12	18
Number of inspections made by the EPC Contractor	Bridge	290	311	381
	Motorway	794	257	111
Number of subcontractor committee meetings	Bridge	63	37	46
	Motorway	47	31	9
Number of OHS and Environment Committee meetings	Bridge	12	12	12
	Motorway	13	8	12

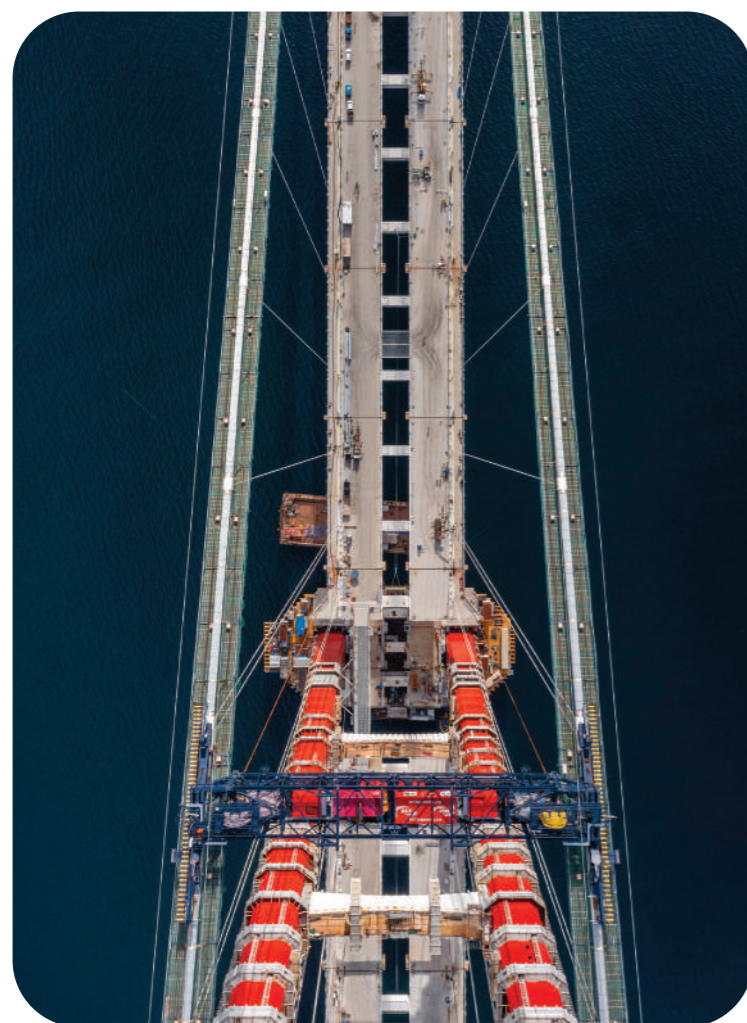


6. Environmental Performance Management and Combating Climate Crisis

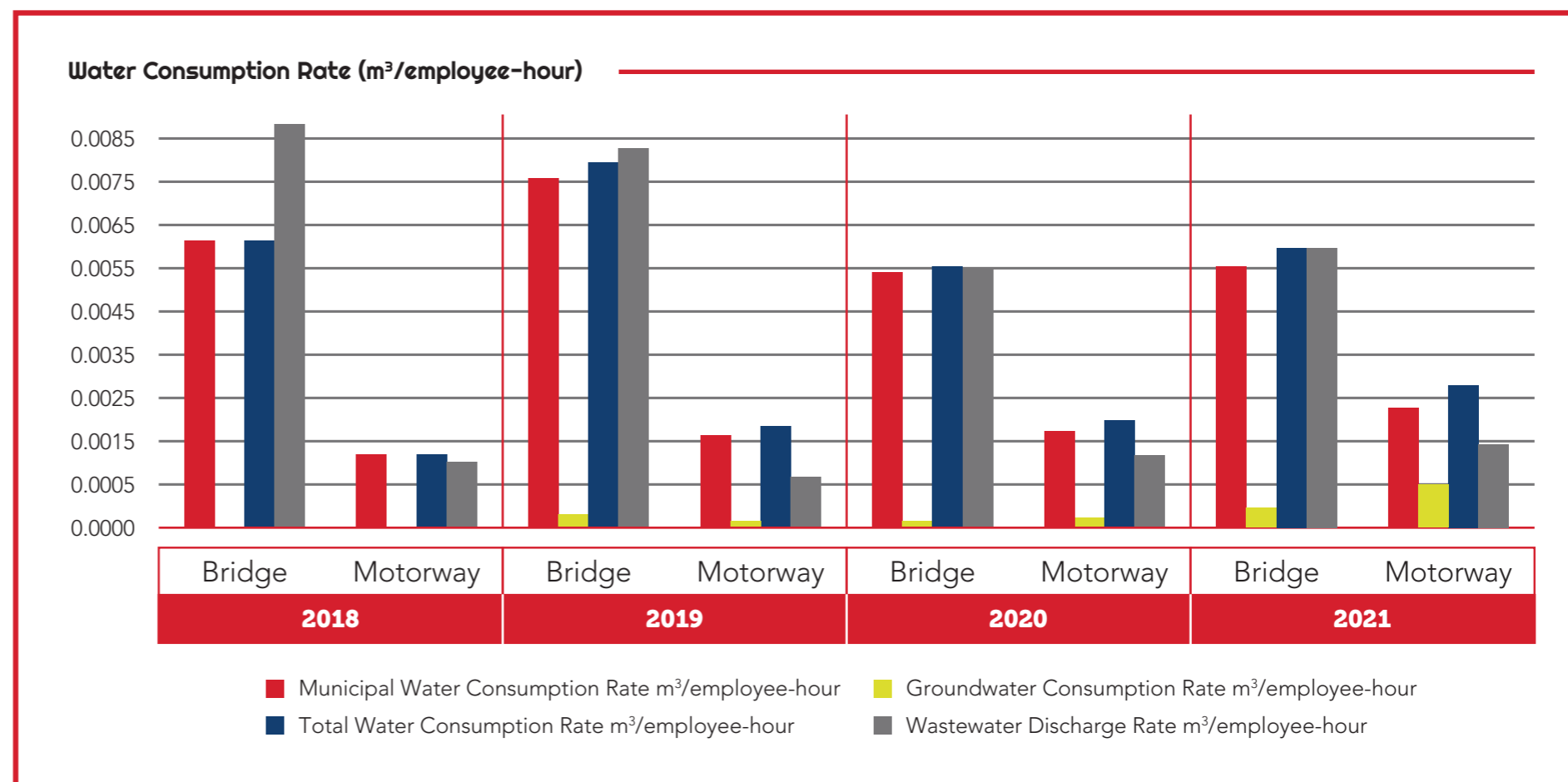
Water Management

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.

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



Parameters	Unit	2018		2019		2020		2021	
		Bridge	Motorway	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	0.048	0.019
Groundwater Consumption Rate	m ³ /employee-hour	-	-	0.003	0.001	0.001	0.002	0.001	0.003
Total Water Consumption Rate	m ³ /employee-hour	0.059	0.015	0.075	0.021	0.054	0.022	0.049	0.022
Total Wastewater Discharge Rate	m ³ /employee-hour	0.083	0.083	0.078	0.010	0.053	0.015	0.049	0.013



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.
- Water from vehicle washing points 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 (DSİ) 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.



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.

Energy consumption is regularly monitored in the project and efforts are made to reduce related emissions.



Energy Consumption Monitoring

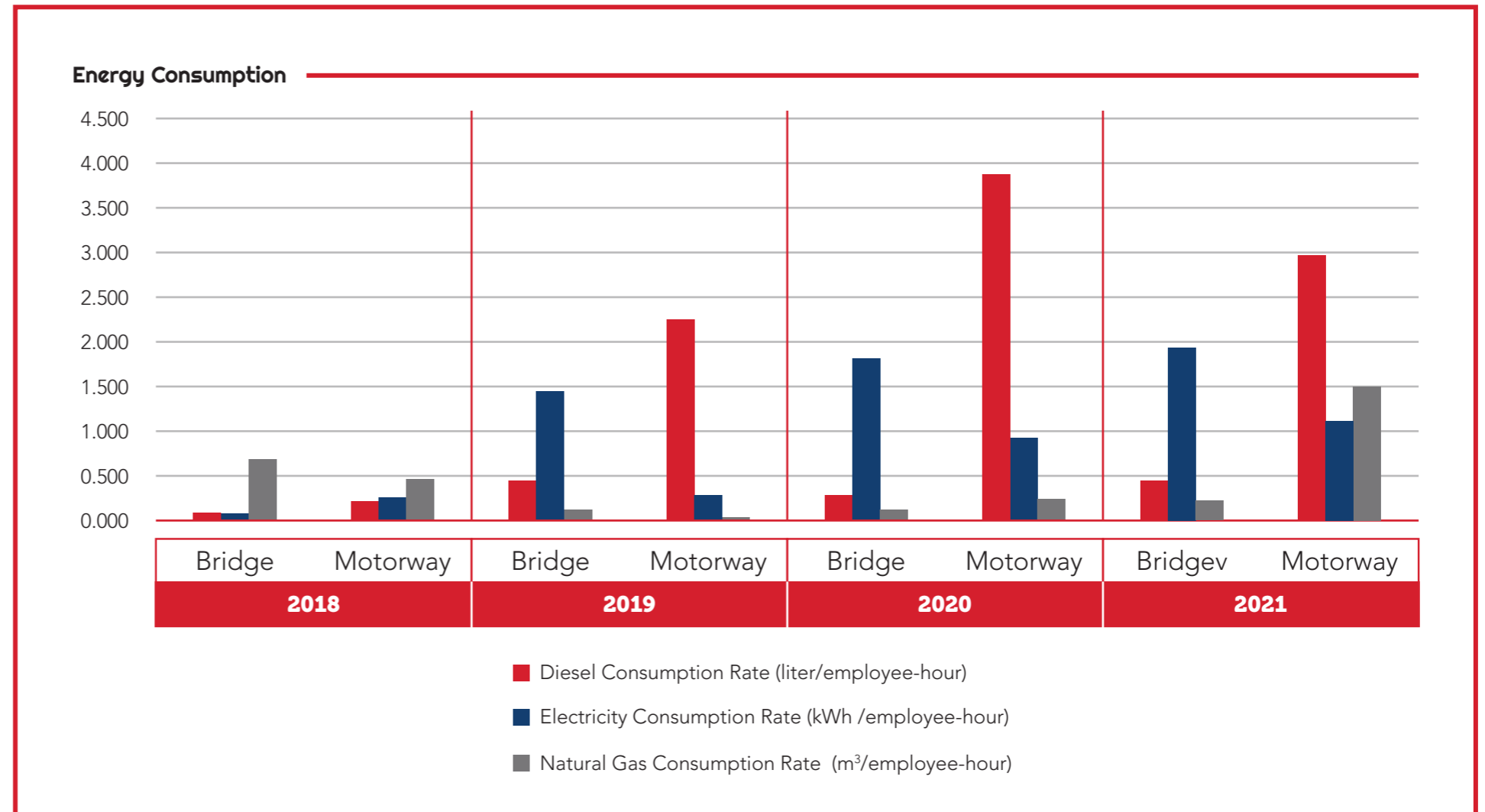
Anthropogenic reasons such as rapid population growth, unplanned urbanization, increase in raw material consumption due to industrial activities, increase in energy demand, result in increased greenhouse gas emissions. In addition, global problems such as ozone depletion and climate change are emerging. 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 2021, 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		2021	
		Bridge	Motorway	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Diesel Consumption Rate	liter/employee-hour	0.090	0.202	0.432	2.228	0.271	3.842	0.442	2.974
Electricity Consumption Rate	kWh /employee-hour	0.068	0.257	1.419	0.287	1.811	0.925	1.771	1.196
Natural Gas Consumption Rate	m ³ /employee-hour	0.685	0.458	0.106	0.035	0.119	0.242	0.256	1.484



In 2021, it is aimed to reduce the energy consumption rate by 5% per employee-hour compared to 2020. 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 2021, electricity consumption was switched to diesel fuel as of the second quarter of the year.
- To reduce the number of trips and to transport more employees in one trip, large passenger barges were rented instead of small boats previously used.
- Energy efficient light bulbs are used.
- Designated parking areas are created for construction machinery to reduce traveling 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 ensured 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:

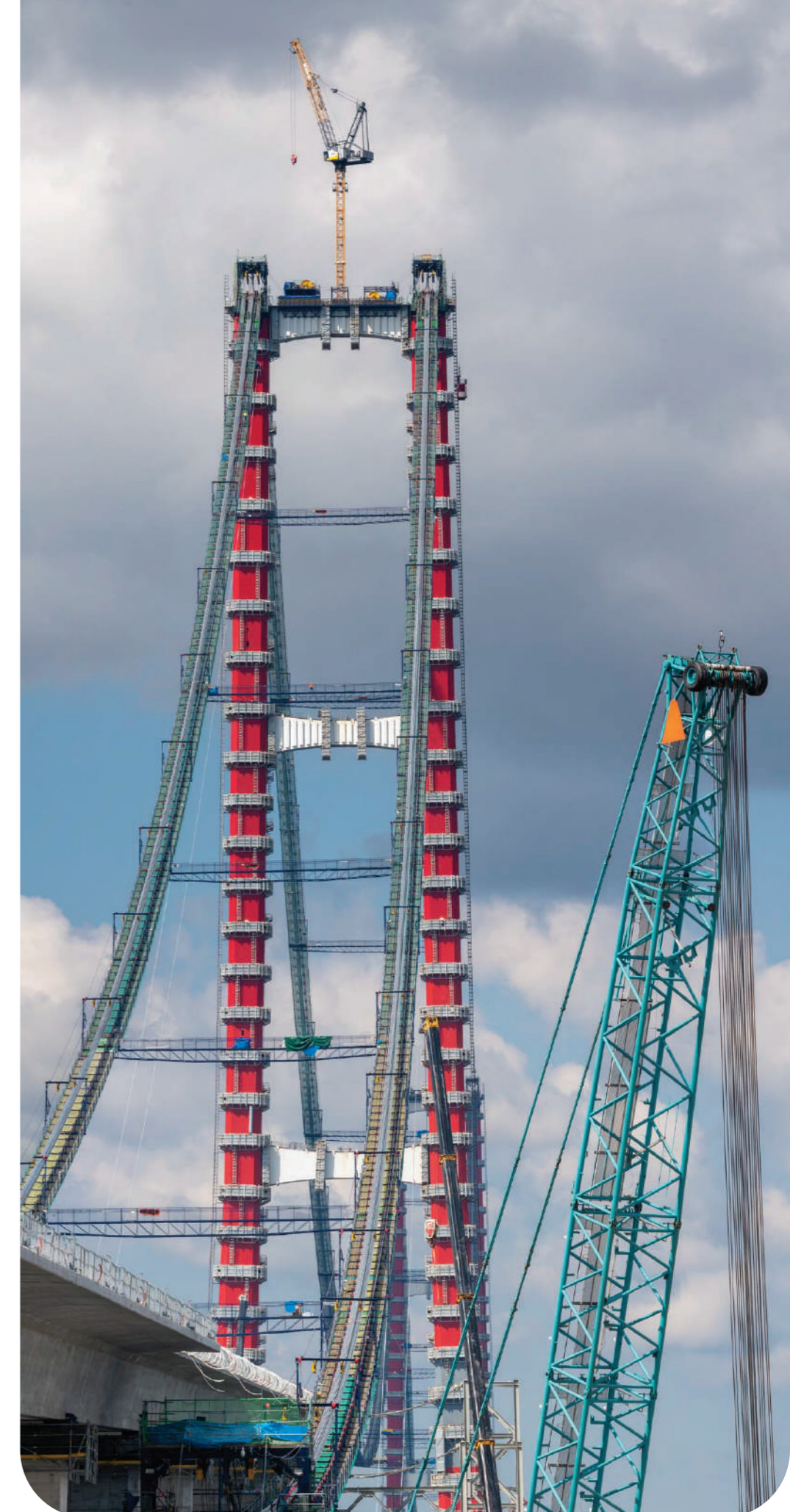
- Scope 1: Direct emissions from fuels used by on-site construction machinery, including generators, Project vehicles, asphalt and concrete production
- Scope 2: Indirect emissions from electricity used on-site and in campsites
- Scope 3: Other indirect emissions from the production of materials supplied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

Ensuring control of waste generated as a result of project activities and taking necessary actions are also among our environmental performance indicators. The environmental impacts of the Project, including waste management, were determined at the Environmental and Social Impact Assessment stage in accordance with IFC Performance Standard 3. Project waste management consists of processes such as resource extraction, bulk material disposal, transportation of materials and wastes, and disposal of other wastes originating from excavation and construction activities. Implementing an effective waste management system throughout the project is important to keep potential impacts as low as possible.

- The basis is to keep the amount of waste generated at a minimum level since the beginning of the Project.
- Where reuse is possible, excavation waste and operational waste are reused.
- By reducing the amount of materials required to be purchased, transportation and labor costs are kept to a minimum and fuel savings are achieved.
- On-site reuse is kept at the highest level, and off-site reuse options are determined for the remaining waste.
- Disposal is the last option preferred within the scope of the Project waste management system.

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

- Wastes and secondary materials should not be delivered to sites and facilities without permission. Delivery is made only to authorized sites and facilities (licensed by the relevant government agency).
- Waste production is reduced as much as possible.
- In order to minimize the amount of packaging waste, material purchases are made in bulk or by purchasing reusable/returnable products.
- Various precautions are taken to prevent leaks and spills.
- Wherever possible, non-hazardous or less hazardous materials are used.
- Reuse of materials is kept to a maximum.
- Effective practices are preferred to maintain and clean the field.
- Waste collection is carried out appropriately.
- Wood, steel, plastic and paper waste types are collected separately. Hazardous, non-hazardous and recyclable wastes are prevented from mixing with each other before disposal.
- In cases where it is thought that there may be a risk of leakage, waste containers are placed in a second layer of protection and preserved in this way.

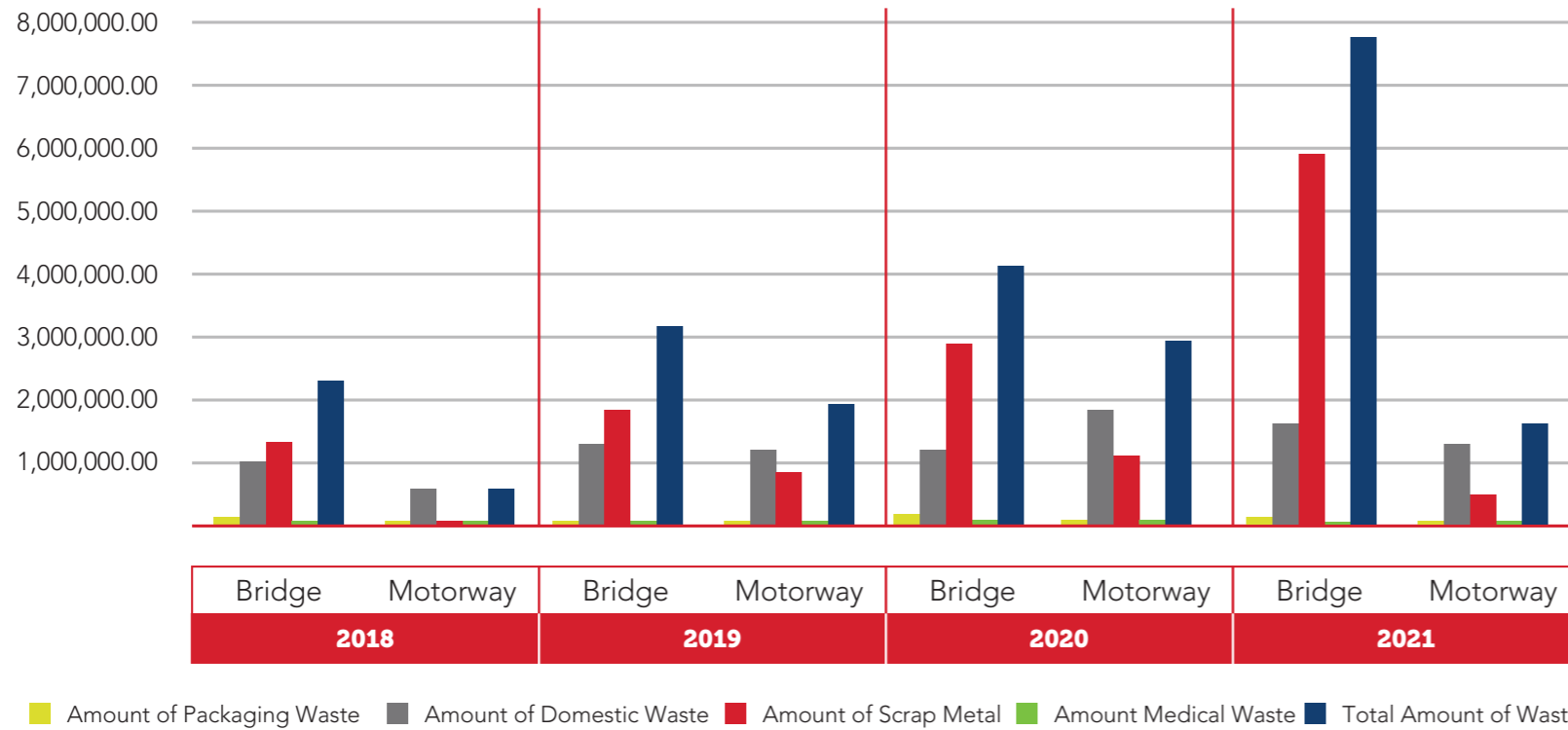
Within the scope of Waste Management; The amounts of packaging waste, household waste, metal waste and medical waste are monitored.

Monitoring Parameter	Unit	2018		2019		2020		2021	
		Bridge	Motorway	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Amount of Packaging Waste	kg	80.212	14.176	52.707	25.710	76.880	46.070	109.620	67.620
Packaging Waste Generation Rate	Kg/Employee-hour	0.017	0.019	0.009	0.004	0.01	0.01	0.02	0.01
Amount of Domestic Waste	kg	1,035,580	416,640	1,272,000	1,164,000	1,160,544	1,781,095	1,531,200	1,270,594
Domestic Waste Generation Rate	Kg/Employee-hour	0.230	0.550	0.207	0.198	0.17	0.21	0.22	0.17
Amount of Scrap Metal	kg	1,331,390	7,640	1,840,000	744,000	2,821,564	1,115,320	5,957,500	398,230
Scrap Metal Generation Rate	Kg/Employee-hour	0.296	0.010	0.299	0.126	0.42	0.13	0.85	0.05
Amount of Medical Waste	kg	90	22	198	234	381	584	403	400
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	7,598,723	1,736,844
Waste Generation Rate	Kg/Employee-hour	0.643	0.579	0.515	0.328	0.60	0.34	1.09	0.23

* Generation rate was negligible due to the very low amount of medical waste.



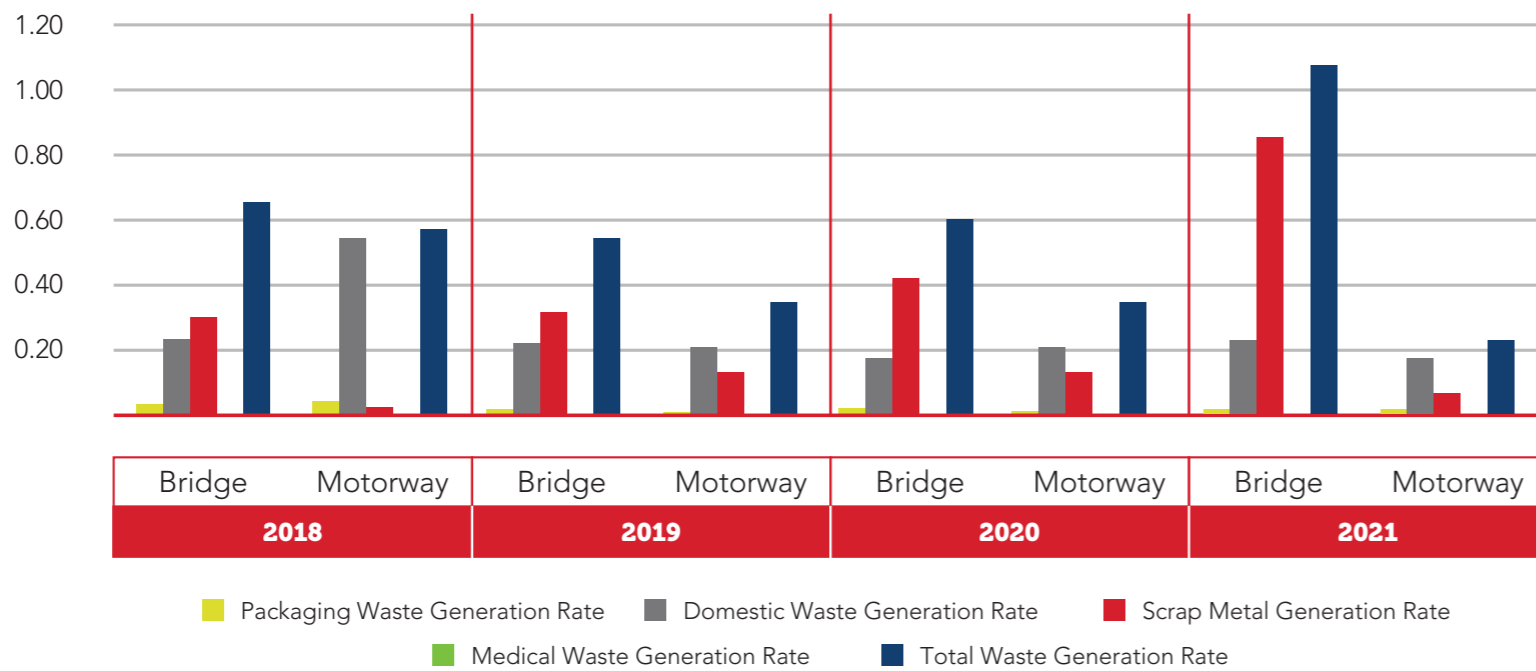
Amount of Waste (Kg)



Compared to 2020, the improvement rate in the amount of waste produced per employee-hour in 2021 reveals our effective waste management performance. Our practices to reduce waste in 2021 are as follows:

- Various trainings were organized for the separate collection of recyclable waste and hazardous waste at the source.
- The introduction of waste sites was carried out during field controls.
- New waste collection points have been established in order to collect waste efficiently.
- By increasing the number of containers in which packaging waste can be stored in camping areas and field work areas, mixing of packaging waste with household waste was prevented.
- Papers, except for important documents, are now printed double-sided.
- Training was provided to increase the lifespan of existing products.
- Studies have been carried out to ensure the reuse of non-hazardous waste.
- Wholesale purchasing practices were implemented to prevent the amount of packaging waste from increasing with each purchased material.
- The resulting asphalt and concrete waste was used by local municipalities to improve village roads.

Waste Generation Rate (Kg/Employee-hour)



Noise Management

The determination of the noise impacts that the Project will cause was carried out during the ESIA period. In addition to determining the noise level before the start of construction activities, it has been determined as a necessity to monitor it during the construction and operation periods. In this regard, noise level determination studies were carried out in six locations in the Project area.

Noise monitoring activities are carried out monthly in accordance with the IFC Environment, Health and Safety Guide. The results are evaluated according to the following principles determined by IFC Standards:

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

The data obtained as a result of measurement studies is used as input in noise monitoring activities carried out periodically in the OHS and Environment departments.

In addition to the noise impacts that may be caused by the construction phase of the Project, noise impacts during the operation process were also evaluated. Noise modeling was carried out to prevent noise that may arise during the operation period. According to the defined noise impact assessment study, the final impact sizes for all receptor points were determined for the years 2023 and 2033. Final effect size and peak daytime and nighttime limit exceedances were measured. Additional mitigation measures have been designed for regions with a final impact size of "Large" and "Medium". Accordingly, it was decided to construct a noise barrier as a structural measure in an area expected to be subject to "Major" impact.

With additional modeling studies carried out afterwards, it was predicted that the final impact could be reduced by building a 900 m long and 2.5 m high noise barrier near Yülüce village. In line with our project's attention to environmental and social impact management, a company that produces and installs noise barriers from recycled rubber was selected as a subcontractor and the construction of the noise barrier was completed in 2021.

Additional measurements have been defined and included in the operational period monitoring program to monitor the noise level in areas expected to be subject to "moderate" ultimate impact.

Biodiversity Conservation

We meticulously continue our efforts to protect biodiversity throughout the Project for the sustainability of many elements that ensure the continuity of life, from human health to economic activities, from the protection of natural resources to agricultural activities.

During the ESIA period, the current impacts of the Project on biodiversity were determined. A Biological Diversity Action Plan has been created in light of IFC Performance Standard 6 to manage Project activities that may affect biodiversity. Effects and areas of influence in this plan; It is examined under three groups: terrestrial ecology, freshwater ecology and marine ecology.

Terrestrial Ecology

A 1,000-meter wide buffer zone containing 500-meter buffer zones on both sides along the project site (88 km from Malkara to Çanakkale) is considered as the impact area.

Freshwater Ecology

Freshwater resources observed to intersect with the project are considered as the impact area.

Marine Ecology

The places where the bridge and construction sites intersect with the marine environment are considered as impact areas.

With the aim of reducing our impact on biodiversity, we continue our activities in the light of various activities and guidance from 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 causing the climate crisis.

1915Çanakkale Bridge and Motorway Project carries out reforestation activities by setting commitments with the awareness of its responsibility against the danger of deforestation. In this regard, 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 method of calculating the area of deforestation and the number of affected trees on lands affected by the Project was approved by ARUP in March 2019 and was used to determine the reforestation commitments of the Project.

The tree calculation project is planned to be carried out in two phases.

Following 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 was calculated as 432,215. Phase-2 calculation studies were completed in 2021 and shared with the Environmental and Social Advisor of the Banks for control.

As part of the afforestation efforts that started in 2020, a total of 270,173 saplings have been planted so far, 33,173 of which have been planted in 2021.

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.**

10,000 Steps a Day for Rare Plants and Wild Animals During the construction period of our project, we carry out ecological studies for water and land habitats and work to protect biodiversity. In the ESIA Report prepared within the scope of the project, three rare plant species were identified on the motorway route: Frankincense, Hairy Flatbread and Ergene Thyme.

In order to protect these species, efforts are continuing to collect plant seeds along the motorway route and send them to the Turkish Seed Gene Bank. Within the scope of the Project Soil Erosion, Recovery and Landscape Management Plan, the record of the types and quantities of seeds collected and used during the landscaping phase after construction is recorded in the Seed Collection Record as a result of seed collection and counting activities. **As of the end of 2021, 9,000 seeds were collected and delivered to Turkish Seed Gene Bank.**

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 road network 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 started 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	At Least Once A Year
	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	

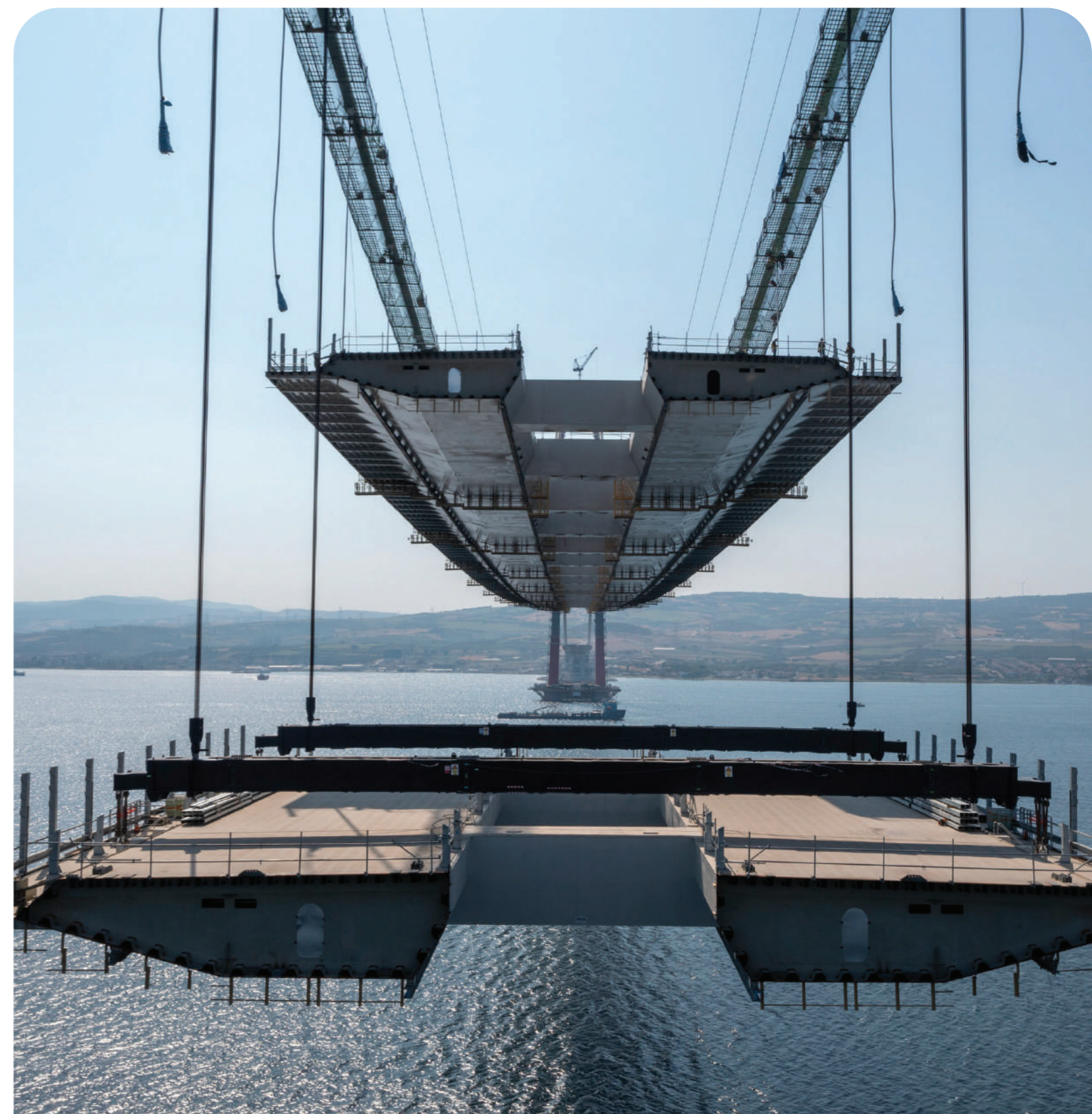
Stakeholders	Method	Frequency
Prospective Customers	Special Events (Fair, Seminar, Convention, Etc.)	At Least Once A Year
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
Local People (Including Project Affected Persons - PAPs)	Face-to-face Meetings	Daily
	Public Consultation Meetings	During Esia Period
	Forms And Informative Reports	At Least Once A Year
	Community Level Assistance Program	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
	Meetings	Monthly
Sponsors (DL E&C, Limak, SK ecoplant, Yapı Merkezi)	Newsletters	Quarterly
	Reports	At Least Weekly Basis
	E-mail	Continuous
	Social Media	Continuous
	Website	Continuous

Stakeholders	Method	Frequency
Lenders and Lenders' Consultants	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 Support Program

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.

In order to shape the Community Level Support Program, a Community Needs Assessment (CNA) study was conducted with focus group meetings in five settlements in Gelibolu district and four settlements in Lapseki district in 2019. A total of 191 people, 71 women and 120 men, attended the meetings in 9 settlements. The findings of the study were taken into account when creating detailed implementation plans in order to make the Community Level Support Program more efficient for the local people.

The Community Level Support Program, whose field implementation started in May 2019, was carried out in accordance with the plan in 2021.

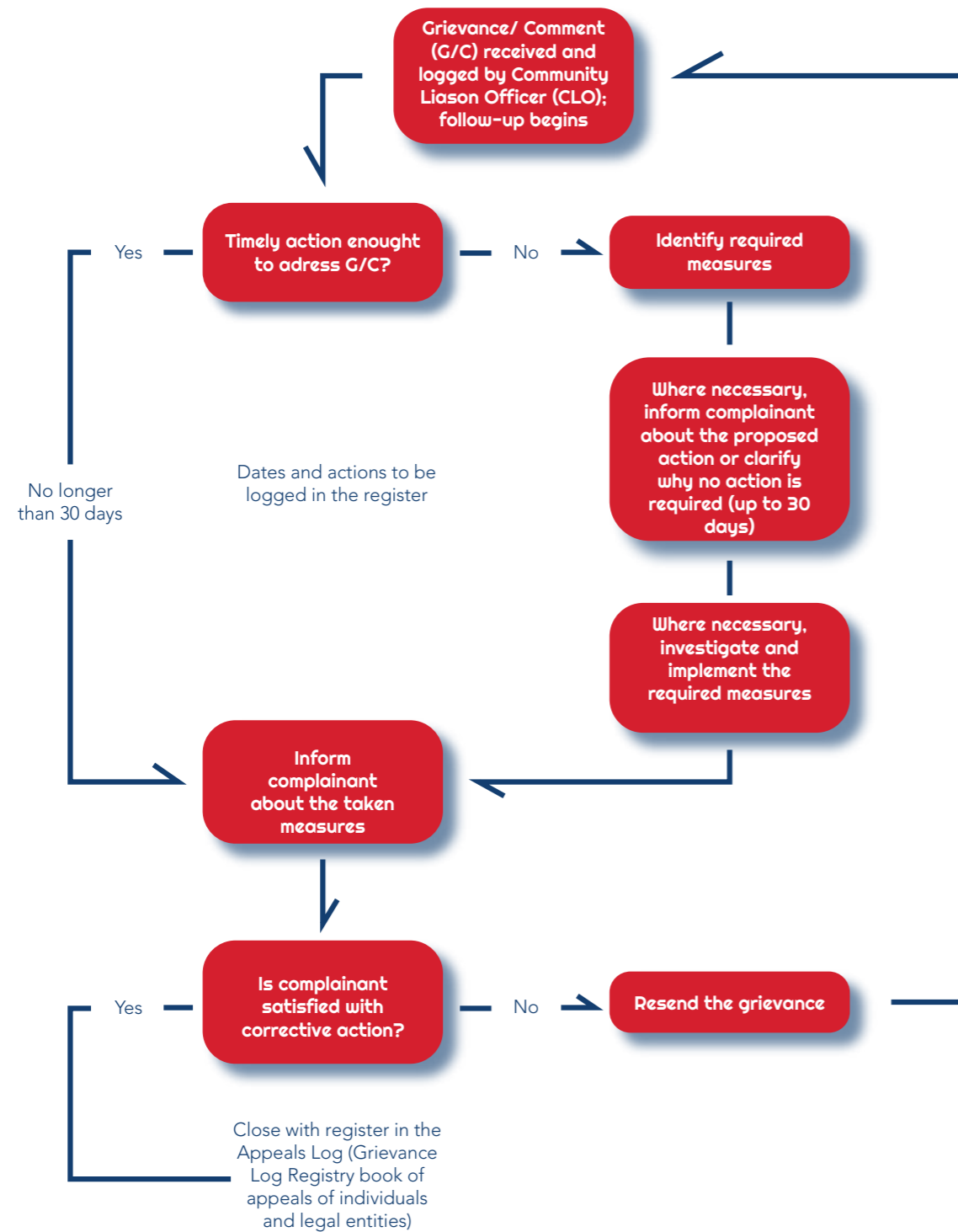
Various activities carried out in 2021 are detailed below:

- Forage Crop Cultivation Trainings were given in order to increase the capacity of households engaged in animal husbandry in the project area. 5 female and 150 male producers from 9 settlements participated in the training and all participants benefited from seed support. 6,000 kg of rye seeds were distributed and planted in 155 households on an area of 1,203 decares. Some plantings were checked in 2019 and it was seen that seed production continued.
- 70 saplings were purchased to be planted by the river in Cevizli Village. During the planting of the saplings, the Project team carried out planting and protection activities together with the local people.
- In order to support local agriculture, the necessary agricultural equipment such as tomato crushing machine, pulverizer and feed grinder were provided to the villages neighboring the Project.
- Project Boards were established to ensure the correct use of agricultural tools and equipment purchased for the common use of villages.
- In order to prevent unwanted pests such as Mediterranean fruit fly and vinegar fly, trainings on combating pests were organized. A total of 80 people attended these trainings. After the training, the necessary equipment to be used in the natural fight against Mediterranean fruit fly and vinegar fly was distributed to 159 producers
- 322 water containers and pesticides were distributed to agricultural producers.
- Assoc. Dr. Ufuk Coşgun and the Project team conducted research on products and aromatic plant diversity. During the research, various interviews were held with the village and public institutions and a research report was prepared in line with these interviews. An implementation plan has been prepared for 2020.
- 14 producers were received beekeeping training and beekeeping equipment was delivered after the training.
- Prof. Dr. Bülent Gülçubuk market evaluation study was carried out under the leadership of Bülent Gülçubuk and the Market Evaluation Report was prepared in September 2019.
- It is planned to provide practical support to producers in addition to theoretical training in the fight against diseases that negatively affect fruit and vegetable growing activities.
 - Within the scope of Çimendere Primary School repair works, the renovation of the school roof and the repair and painting of the interior and exterior walls were completed.
- A heated bus stop was built for students in Yülüce.
- To support fishing activities in the region, 600 packages (1,559.77 kg) of fishing nets were purchased and delivered to 30 members of the Gelibolu District Fisheries Cooperative.
- An 800-meter-long water line was opened in Koruköy so that producers engaged in agriculture and animal husbandry can use the water resources on the land effectively and efficiently.

Community Engagement Activities

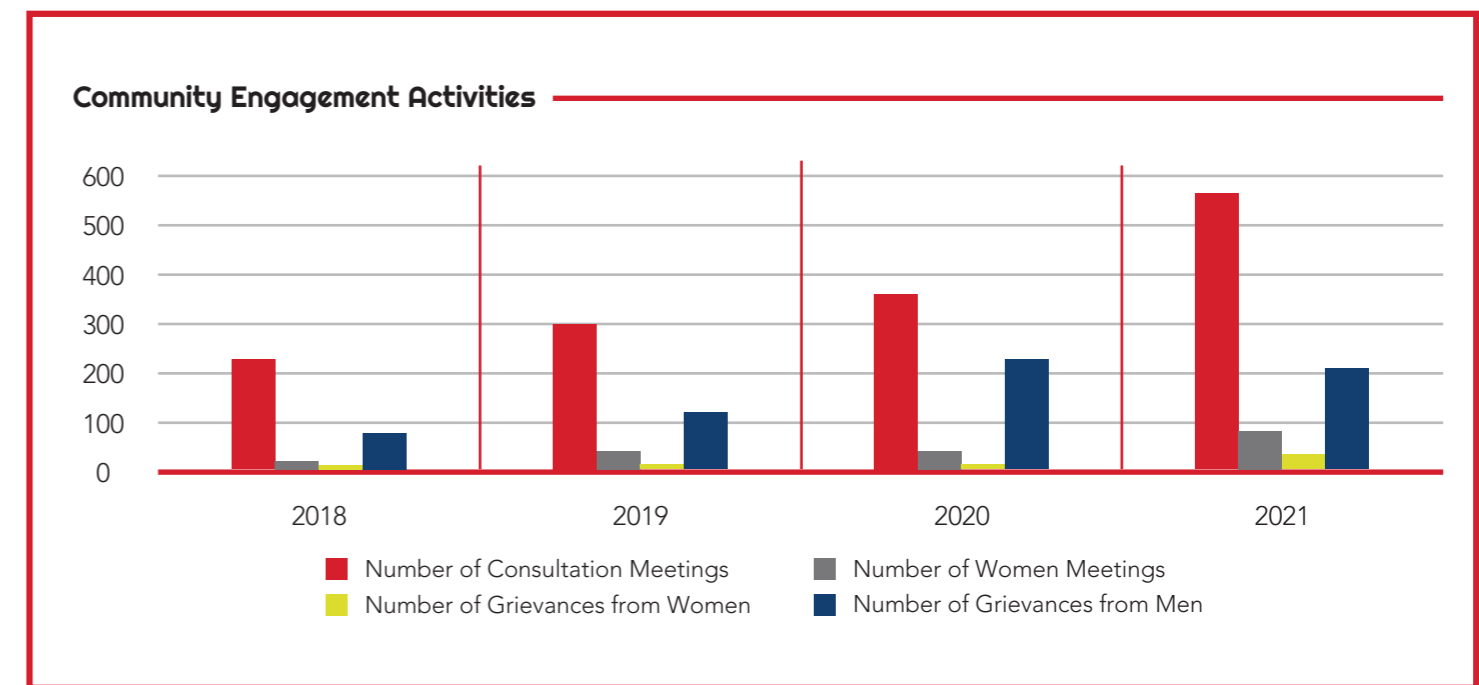
We value our relationship with local people and see them as our neighbors. Therefore, we try to listen to them in every opportunity and create new ways and tools to collect their opinions about the Project. Feedback, grievances, comments and requests from the local community are meticulously taken into 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.

The grievance redress mechanism flowchart is given below:



In order to understand the complaints effectively, our public relations experts hold various meetings and organize meetings in the villages in the Project area.

Community Engagement Activities	2018	2019	2020	2021
Number of Consultation Meetings	220	300	399	560
Number of Women Meetings	14	33	35	89
Percentage of Community Grievances Resolved	99%	99%	100%	100%
Number of Grievances from Women	8	9	4	30
Number of Grievances from Man	61	122	231	204



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.

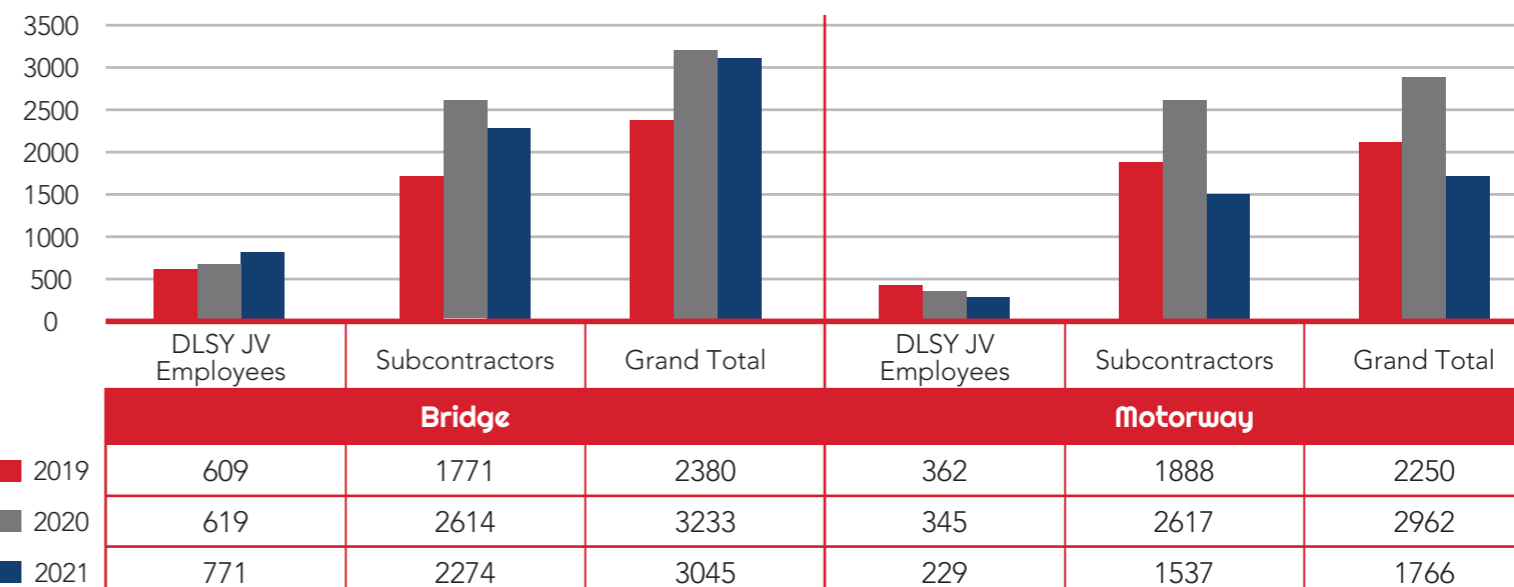


2021 Site Employees Demographic*

Bridge				
Company	Technical Personnel	Administrative Personnel	Blue-Collar	Subtotal
DLSY JV Employees	250	132	389	771
Subcontractors	392	275	1607	2274
Grand Total	642	407	1996	3045
Motorway				
Company	Technical Personnel	Administrative Personnel	Blue-Collar	Subtotal
DLSY JV Employees	88	75	66	229
Subcontractors	284	161	1092	1537
Grand Total	372	236	1158	1766

*Contains data from reports prepared on a monthly basis as of the end of December 2021.

Employee Distribution



2021 Çok A.Ş. Employee Demographics*

Department	Number of Employees
Senior management	4
Contract and Administrative Affairs	17
Technical	12
Finance	14
Ankara Office	2
Total	49

*It contains data from reports prepared on a monthly basis as of the end of December 2021.

Employee Breakdowns in Different Categories*

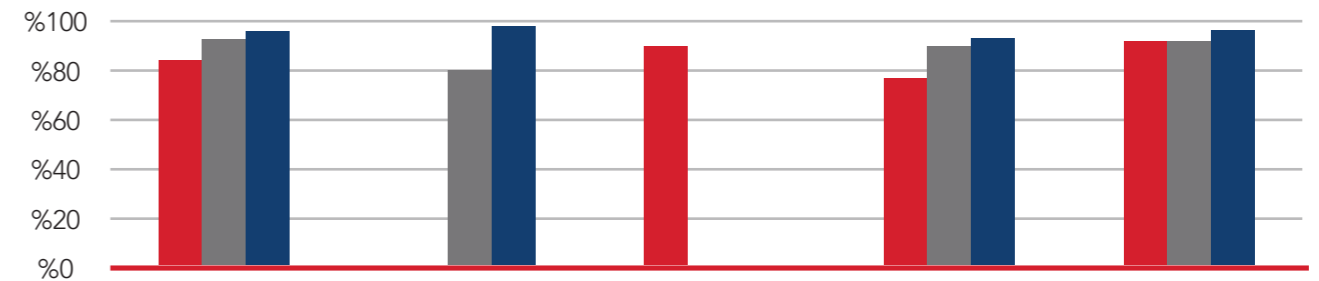
ÇOK A.Ş. Employees	
Female	20%
Male	80%
DLSY JV Employees	
Bridge	77.1%
Motorway	22.9%
Subcontractor Employees	
Bridge	59.7%
Motorway	40.3%
All Employees	
Local Employment	14.1%
Foreign Employees	3.2%
Female Employees	6.9%

*Calculated as of the end of December 2021.

The satisfaction of our employees was measured by the "Employee Satisfaction Survey" conducted in February, August and November in 2019, the flow of which is visualized below. The survey, conducted with a total of 1049 employees and 42 subcontractors, enables us to receive feedback from our employees on many different issues, from the complaint mechanism to working conditions. According to our 2021 Employee Satisfaction Survey results, the satisfaction rate for the relevant processes is shared in the table below.

	Feb. 21	May. 21	Jul. 21	Nov. 21
Grievance Mechanism	97%	95%	96%	99%
Pandemic (Covid-19)	96%	95%	100%	100%
Campsites and Food Service	89%	92%	87%	96%
Occupational Health and Safety Conditions	95%	98%	100%	99%

Grievance Mechanism



	Grievance Mechanism	Pandemic (Covid-19)	Payment and Working Hours	Campsites and Food Service	Occupational Health and Safety
2019	%82	0	%89	%76	%95
2020	%92	%81	0	%88	%95
2021	%97	%98	0	%91	%98

Economic Impacts

Local Content Study

We work with the aim of creating value for society by securing the rights of our employees with the Project Employment Policy. We aim to create a fair and equitable work environment where our employees can receive regular training, increase their skills and competencies, respect human rights, support equal opportunities without discrimination. In the Project, where an impartial and transparent approach is adopted throughout all human resources processes, starting from recruitment, equal opportunities are offered to all employees regardless of age, gender, belief, ethnicity or any other personal characteristic, and discrimination or practices that suggest discrimination are not allowed.

Marine Traffic Risk Assessment and Marine Pollution Prevention

In the Project, most of the work within the scope of the 1915Çanakkale Bridge takes place at sea. The comprehensive measures taken to carry out these studies within the intense maritime traffic of the Dardanelles Strait were determined as a result of a three-stage Marine Traffic Risk Assessment Study in 2018. In this study, environmental and social risks that may arise from ship accidents were evaluated qualitatively and quantitatively. During the evaluation, commercial vessel traffic, navigation routes, fishing activities, navigation buoys, Turkish Straits Vessel Traffic Management System, maritime accident statistics and current risk level, fuel leak and fuel spill emergency response were taken into consideration. In 2020 and 2021, the findings of the Marine Traffic Risk Assessment were shared with the Port Authority, ferry operators and fishermen at the meetings. In addition, our public relations experts regularly informed Lapseki, Çardak and Gelibolu Fishermen's Cooperatives about the construction activities to be carried out at sea. Regular communication activities with fishermen continue. Design suggestions for the operating period are evaluated and included in the Project design, and administrative issues are included in the Operation and Maintenance Management Systems.

The Dardanelles, which has intense ship traffic, is kept under uninterrupted observation with digital systems by the Ship Traffic Services affiliated with the General Directorate of Çanakkale Coastal Safety. Information about the Project progress is exchanged through routine meetings held every three months with the Port Authority. We work with an expert company to provide emergency intervention against environmental pollution that may occur in a possible accident. In addition, a boat belonging to the Project and four personnel, with the capacity to cover an area of 300 meters, are on duty 24 hours a day to provide first aid until the teams of the General Directorate of Coastal Safety reach the scene in case of any pollution.



Occupational Health and Safety

Occupational Health and Safety (OHS) is a top priority for our Project, in line with our commitment to protecting the well-being of our employees and ensuring the successful execution of our construction works. Especially after the COVID-19 pandemic, the importance of health and safety has become even more prominent, underlining our unwavering determination to create a safe and healthy working environment.

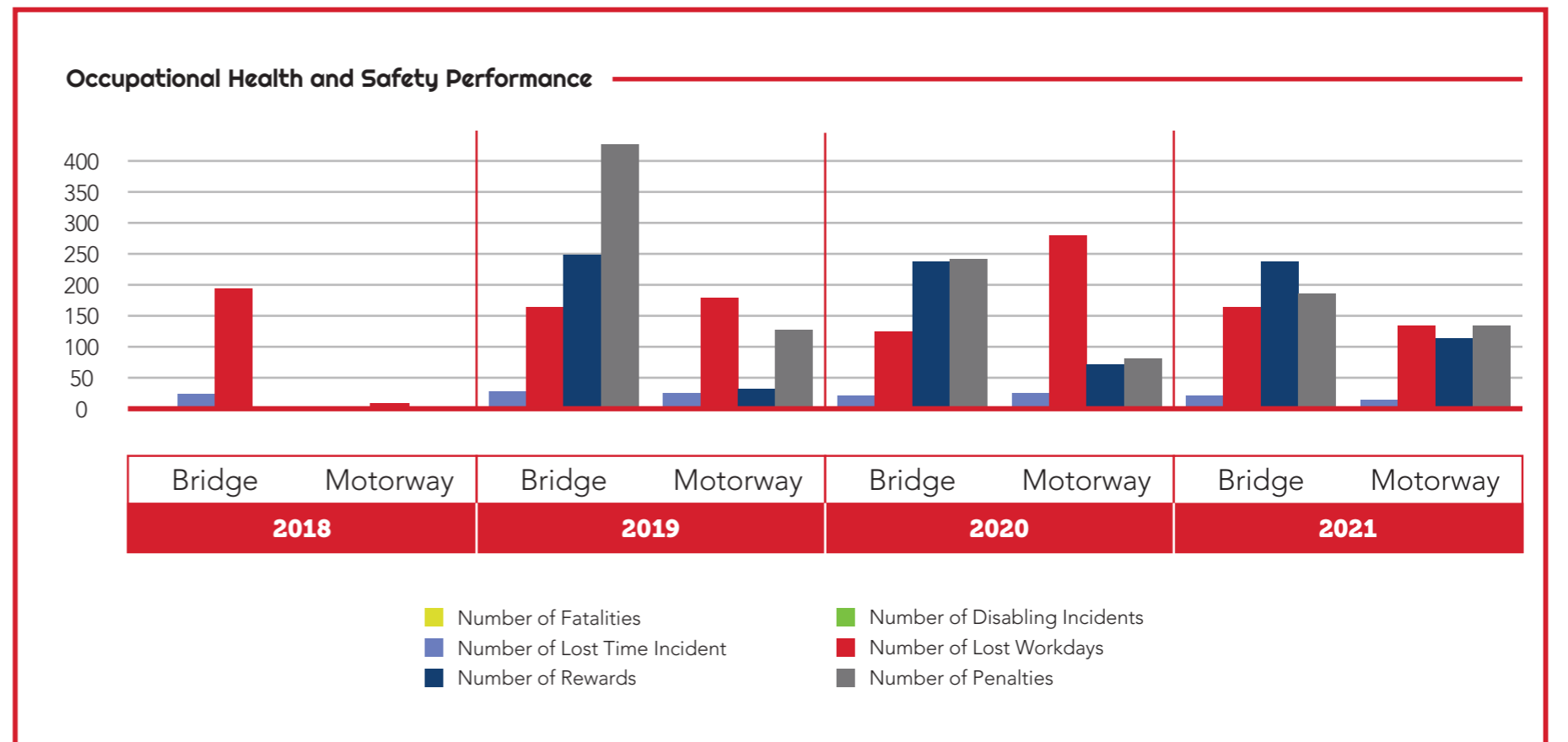
Our OHS approach goes beyond just compliance; It encompasses a holistic strategy that includes rigorous site inspections, comprehensive training initiatives and the use of management tools such as rules, procedures and plans. Our pursuit of excellence in the field of OHS with the understanding of continuous improvement is ingrained in our corporate identity.

As we navigate these challenging times, we remain committed to prioritizing the health, safety and well-being of our workforce, adapting our practices to the ever-evolving environment and conducting our construction activities safely and securely.

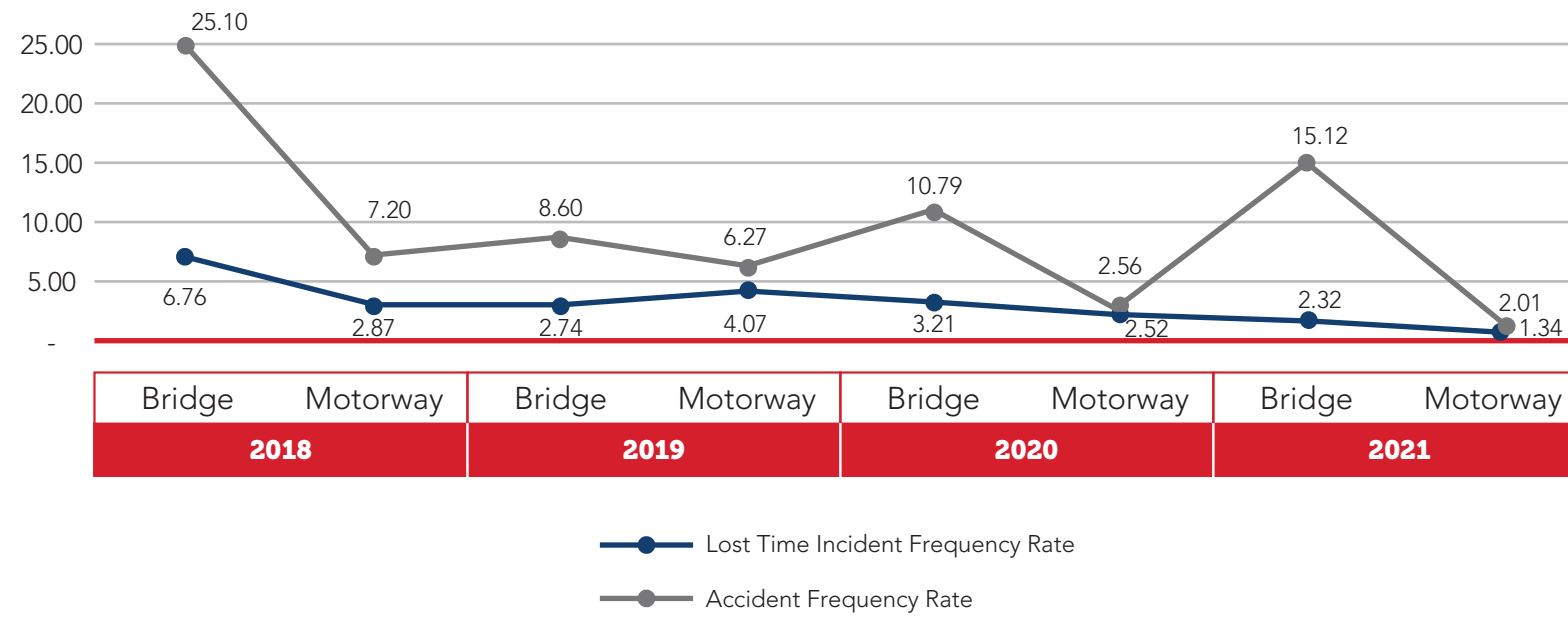


Performance Data Name	2018		2019		2020		2021	
	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway
Number of Fatalities	0	0	0	1	0	1	1	2
Number of Disabling Accidents	-	-	1	0	0	0	0	0
Number of Lost Time Incident	22	2	27	24	21	25	17	9
Lost Time Incident Frequency Rate	6.76	2.87	2.74	4.07	3.21	2.26	2.32	1.34
Accident Frequency Rate	25.1	7.2	8.6	6.27	10.79	2.52	15.12	2.01
Number of Lost Workdays	196	8	165	180	125	281	104	89
Number of Rewards	-	-	251	31	239	71	240	77
Number of Penalties	-	-	429	129	242	81	192	88
Total Training Duration (employee-hour)	60,430		56,790		108,496		125,383	
							127,131	
							67,340	

* We regret to state that we lost three employees, one Bridge employee and two Motorway employees, in 2021 as a result of situations outside the scope of work accidents.



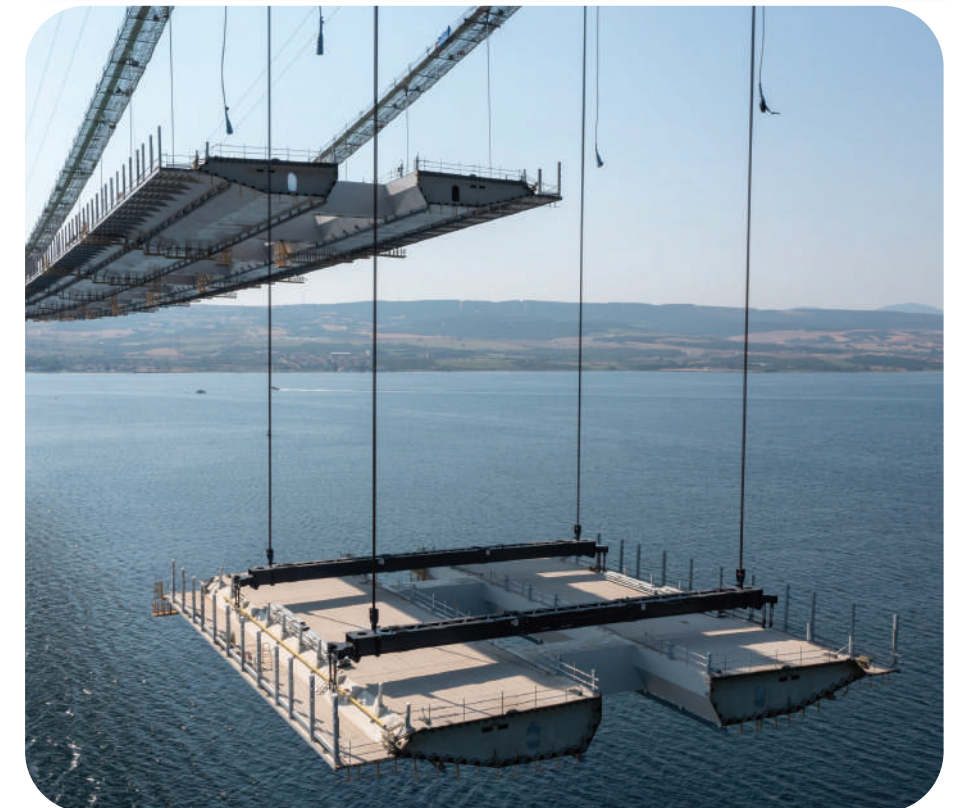
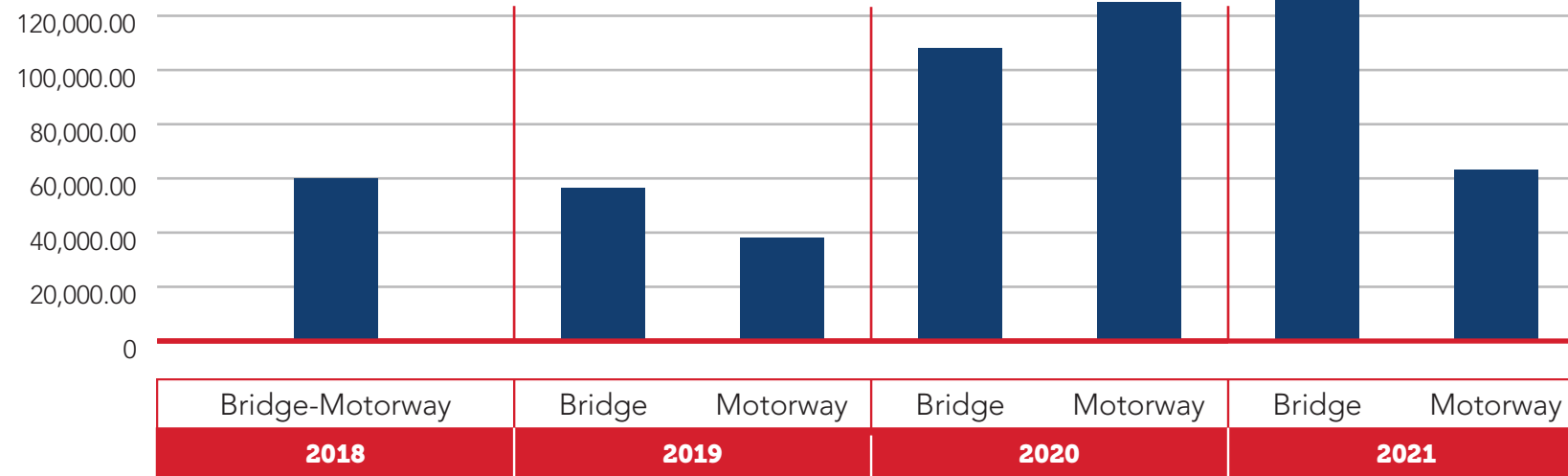
Accident Frequency Rate



Various studies are carried out by our Occupational Health and Safety experts in order to prevent accidents and deaths by improving occupational health and safety performance throughout the project. In this context, the capacity of the Occupational Health and Safety Department has been significantly increased. Improvement actions for the fatal incidents (even if the fatality occurred due to natural causes) were quickly implemented. All policies, management plans and procedures have been reviewed and revised to eliminate the risks that cause significant incidents. Following the revisions and introduction of new policies, all have been shared with all employees in both the Bridge and Motorway groups. The content of our OHS Trainings has been developed accordingly and our employees have been made aware.

Within the scope of the main seven articles (Article 4 - Article 10) in the ISO 45001:2018 Occupational Health and Safety Management System document, a gap analysis study was conducted by evaluating the responses given by the Project's employees and field visit observations. The recommendations determined as a result of the gap analysis are important in establishing an Occupational Health and Safety Management System fully compatible with ISO 45001:2018 during the operation period of the Project. When the analysis results are evaluated, it is seen that the existing Occupational Health and Safety Management System is tried to be implemented effectively in the Project and the employees have a satisfactory level of knowledge about the requirements of the established system.

Total Training Duration (employee-hour)



Archaeological and Cultural Heritage

The impacts of the Project on archaeological and cultural heritage were first evaluated in the light of IFC Performance Standard 8 during the ESIA period. In this study, regions with sensitive zone status were identified. Following the ESIA period, planned archaeological studies were carried out and the process of identifying sensitive areas on the European side was completed in 2018. The results of these studies were taken into account during the design process and a Cultural Heritage Management Plan was created for the studies.

We worked with an expert field archaeologist in 2018 to take the necessary actions for the measures included in the Management Plan. Studies were carried out in cooperation with local museum directorates in the potential archaeological areas identified along the Project route, each meter of which was scanned by walking by archaeologists. During the construction works, we worked in cooperation with Tekirdağ Archeology Museum and Çanakkale Archeology Museum. In addition, detailed training was given to all employees and subcontractors responsible for excavation works on identifying archaeological structures that may be encountered as a result of underground excavations and the subsequent actions to be taken.

In 2019, archaeogeophysical evaluation studies of 15 registered and unregistered areas on the European and Asian sides of the Project were completed. In case of archaeological findings as a result of the studies, our cultural heritage has been secured by regular communication with the Archaeological Museums.

As a result of the archaeological excavations carried out in the registered area named Gallipoli Area - 5, a bowl from a grave belonging to the Late Roman period (5th-6th century) and 43 graves thought to belong to the Late Byzantine period were found by experts. Anthropological studies have provided unique information about the grave owners' age at death, gender distribution, nutritional habits and pathological diseases.

All works were carried out under the supervision of the Archaeological Museums, and the construction works continued under the expertise of local archaeological museums, without damaging the archaeological findings found in the registered area of approximately 1,000 m². Within the scope of our project activities, we will continue to support the bringing to light of our country's archaeological wealth with the awareness of a responsible approach towards our archaeological culture and heritage.





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
1915canakkale.com

For detailed information:

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

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

Çağdaş Cengiz
Senior Environmental and Social Engineer
T 0 530 221 23 46

Diyez Beksaç Cin
Corporate Communications Manager
T 0 532 371 6050

July 2022

Legal Disclaimer

Annual Environmental and Social Performance Report (Report) was prepared by ÇOK A.Ş. for information purposes only. All the information in this Report is based on reliable sources in good faith. While all data are believed to be true and credible, to the best knowledge at the time of preparation, they are not independently verified for the purpose of this Report. Content provided in the Report may not be interpreted as constituting a statement, guarantee and/or promise and it is not guaranteed that the information and content may not be subject to change in the future. All rights of the Report are reserved by ÇOK A.Ş.

2021 ENVIRONMENTAL AND SOCIAL PERFORMANCE REPORT



1915canakkale.com

