



## CONSULTATION PROCESS

## ASSESSMENT PUBLIC AND STAKEHOLDER

## ENVIRONMENTAL AND SOCIAL IMPACT

# MOTORWAY PROJECT

## KINALI-MALKARA



1915 ÇANAKKALE



## KINALI-MALKARA MOTORWAY PROJECT

As part of the 324 km-long Kinali-Tekirdağ-Çanakkale-Savaștepe Motorway Project, planned by the General Directorate of Highways (KGM) under the Ministry of Transport and Infrastructure of the Republic of Türkiye, the main motorway axis crossing the Çanakkale Strait via the Malkara-Çanakkale Motorway, including the 1915 Çanakkale Bridge, has been carried out under the Build-Operate-Transfer model by Çanakkale Motorway and Bridge Construction Investment and Operation Inc. (ÇOK A.Ş.) and was completed and opened to traffic in March 2022.

In this context, the **Kinali-Malkara Motorway Project** has been planned as a continuation and complementary component of the same main motorway corridor, and this section will also be executed by ÇOK A.Ş., as was the case in the previous phase. In this way, the aim is to complete a seamless motorway axis stretching from Kinali to Savaștepe via the Çanakkale Strait crossing within a comprehensive structure from technical, operational, and financial perspectives. This holistic approach is intended to ensure the long-term operational efficiency and service continuity of the motorway corridor.

Within the framework of the Public-Private Partnership model assigned by KGM, a consortium consisting of Turkey-based Limak (limak.com.tr) and Yapı Merkezi (ym.com.tr) and South Korea-based Daelim (daelim.co.kr) and SK ecoplant (skecoplant.com) has brought together project-specific technical expertise and international experience to establish a dedicated joint venture company for this project. This partnership structure aims to consolidate, under a single umbrella, the engineering capacity, financial strength, and operational competence required to implement large-scale infrastructure investments.

## ABOUT THE PROJECT

The Kinali-Malkara Motorway Project, with a total length of 105.2 km, is planned to start from the Silivri district of Istanbul Province and pass through the districts of Marmaraereğlisi, Çorlu, Süleymanpaşa, and Malkara within the borders of Tekirdağ Province, in a manner integrated with regional and national transportation networks. Designed as a divided motorway with three lanes in each direction, totaling six lanes, the project foresees a maximum speed limit of 140 km/h on its sections, aiming to ensure uninterrupted, safe, and comfortable traffic flow.

In addition to the main motorway route, the project constitutes a comprehensive engineering investment, encompassing numerous superstructure and infrastructure elements of various scales and functions. Accordingly, the project has been planned as an integrated transportation system, featuring a wide range of structures including overpasses, different types of underpasses, culverts, and interchanges, and incorporating multiple project units. Within this framework, the project consists of a motorway section approximately 105.2 km long, 52 overpasses, 51 underpasses, 155 culverts, and 9 interchanges, totaling 267 project units, representing a substantial infrastructure investment.

Each of these structures has been designed in accordance with relevant regulations and international engineering standards, taking into account technical requirements as well as environmental and social considerations. With the implementation of the project, it is aimed to enhance the service level of the transportation infrastructure in the region and strengthen the connection between main transportation corridors.

In line with the standards required for modern motorway operations, three integrated rest and service areas are planned to be established, featuring fuel stations, food and beverage units, restrooms, and various commercial facilities. In addition, to ensure the uninterrupted and safe operation of the motorway, one maintenance and repair area is also planned to be put into service.

## WHY IS THE KINALI-MALKARA MOTORWAY NEEDED?

The project, which plays an important role in the goal of improving motorways across the country as envisioned in Türkiye's Vision 2023 Master Plan—a blueprint of the nation's development initiative—stands out as part of KGM's efforts to alleviate regional traffic loads.

The Kinali-Malkara section, a key component of the Kinali-Tekirdağ-Çanakkale-Savaștepe Motorway Project, aims to strengthen Turkey's connection between Anatolia/Asia and Europe and to optimize both long-distance and local traffic flows. The project is designed to accommodate the increasing commercial, recreational, and tourism traffic along the İstanbul-İzmir industrial belt and to reduce congestion in the two provinces.

This section also provides significant logistical advantages by enabling more efficient connections from Europe and İstanbul to the Aegean Region and the Middle East. By creating an alternative route between the European side of Türkiye and İzmir, it strengthens the transportation network. Integration with Tekirdağ Port, railways, and logistics centers will contribute to economic sustainability through time and fuel savings.



## ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT (ESIA) WORK CARRIED OUT TO DATE

Within the scope of the process carried out to date, in accordance with the Environmental Impact Assessment (EIA) legislation, an EIA study was prepared for the entire 324 km-long motorway planned between Kinali and Savaștepe, and this study was approved by the Ministry of Environment, Urbanization and Climate

Change on 23 November 2016.

In addition to the EIA studies that meet the legal requirements of the Republic of Türkiye regarding environmental impacts, a new Environmental and Social Impact Assessment (ESIA) study, compliant with international standards and providing a more comprehensive focus on social impacts as well as broader public participation, has been initiated within the scope of the Kinali-Malkara Motorway Project.

The developments recorded in project preparations and the updates made to the motorway designs during the period following the completion of the initial EIA study have been integrated into the new Environmental and Social Impact Assessment (ESIA) study.

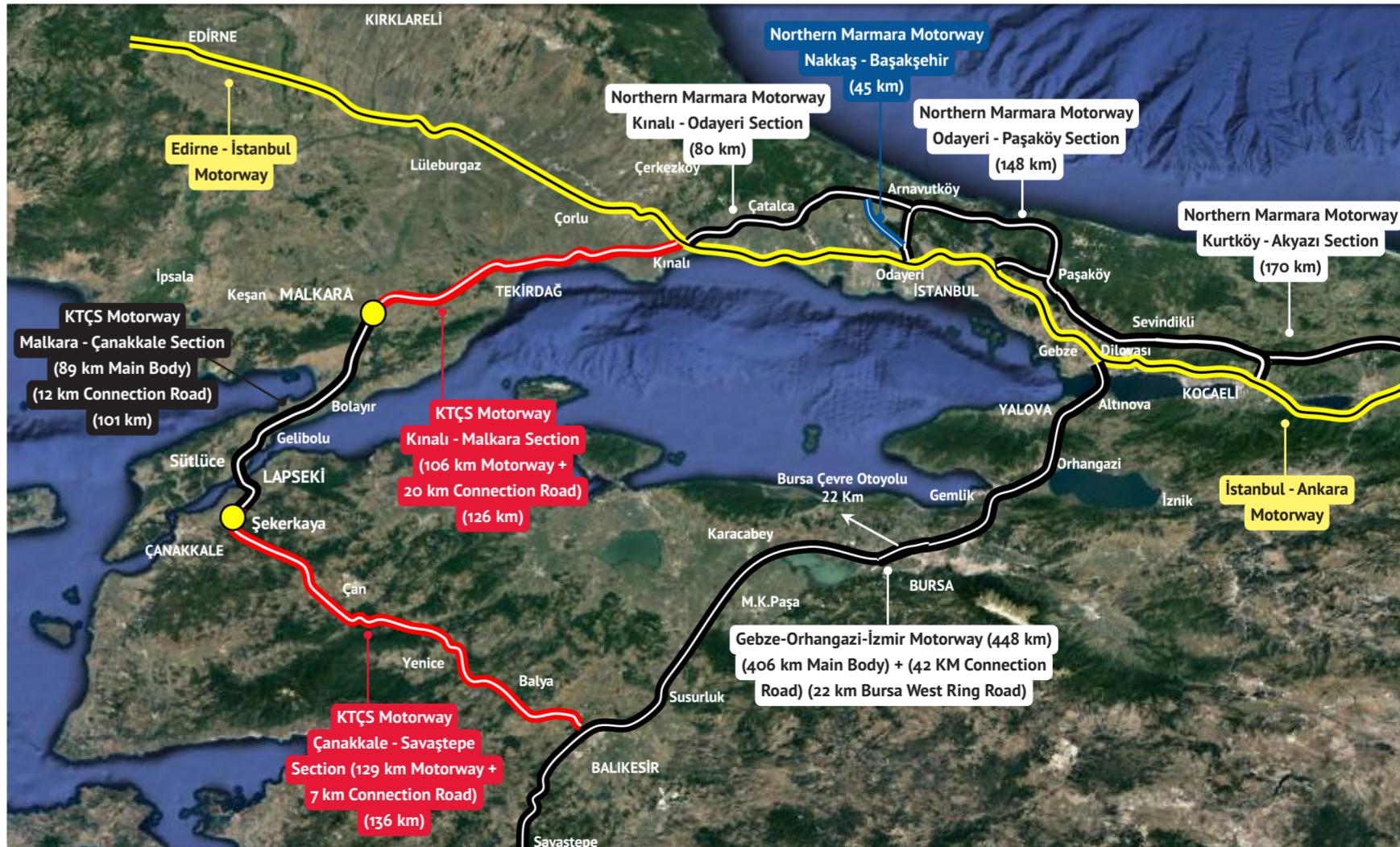
The ESIA process, which aims to reach all individuals, communities, and institutions that consider themselves affected by the Project, commenced in January 2023. As a result of the studies carried out to date by local and international independent experts, a Draft ESIA Report was prepared and published on the project website on 19 August 2025, where it was presented for public review and comments.

In this way, the environmental and social expectations and sensitivities of international institutions that will provide financing for the Project are also addressed, particularly those based on the IFC (International Finance Corporation) Performance Standards, the Equator Principles, and similar international frameworks.

The ESIA Report, which identifies the Project's environmental and social impacts, covers measures aimed at avoiding and mitigating adverse impacts—commonly

referred to as 'mitigation measures'—as well as measures to enhance the benefits to be delivered by the Project.

The topics addressed in the ESIA Report include Land Use and Land Acquisition, Resources and Waste, Geology—Soils, Surface Water and Groundwater, and Contaminated Land, Freshwater Environments, Air Quality and Climate, Noise and Vibration, Visual Impacts, Biodiversity and Nature Conservation, Archaeology and Cultural Heritage, Socio-Economic Impacts, Community Health and Safety, Cumulative Impacts, Human Rights Impact Assessment, Stakeholder Engagement Plan, and Resettlement Action Plan.



Your opinions are highly valuable to us.

Within the scope of the Kinali-Malkara Motorway Project, we act with a sense of responsible corporate citizenship and adopt a sensitive approach to the Project's environmental and social impacts. During the planning process of a project of this nature, which is expected to affect a wide segment of the Marmara Region, we consider informing the public and ensuring its active participation in the process as a fundamental principle.

This brochure is being widely distributed in order to enable the public to share their views and evaluations.

## FEEDBACK AND COMPLAINT FORM

Reference Number (For internal use by the appointed company):  
.....

### Contact Information

**Note:** If you prefer or request not to disclose your identity to third parties without your consent, your complaint will be processed anonymously.

**Name:** ..... **Surname:** .....

I want to submit my complaint anonymously.  
 I request that my identity not be disclosed without my consent.  
Please indicate how you would like to be contacted (by mailing address, phone, or e-mail).

**Mail:** Please provide your mailing address.  
.....

**Phone:** .....

**E-Mail:** .....

**Your feedback, comment, question, or complaint:**  
.....

.....

.....

.....

.....

**If the complaint is related to a specific incident/accident:**

**Date of the incident:** .....

**Single occurrence. (Date: .....**

**Occurred more than once. (How many times?: .....**

**Ongoing. (The issue is still continuing)**

**Date:** .....

Please submit this form in the "Feedback and Complaint Box" or send it to the following address:

Gülden Baydar  
Kinali-Malkara Motorway Project  
Environmental and Social Manager  
[info@1915canakkale.com](mailto:info@1915canakkale.com)

[www.1915canakkale.com](http://www.1915canakkale.com)

**1915 ÇANAKKALE**

## WHAT ARE THE KEY IMPACTS OF THE KINALI-MALKARA PROJECT?

Once the Project is implemented, significant time savings in travel durations will be achieved along the route, and the transport system will be largely unaffected by disruptions caused by adverse weather conditions.

The economic benefits resulting from time savings and the alleviation of traffic congestion will contribute to the economy at local, regional, and national levels. The Project will also support economic activity by creating direct, indirect, and induced employment opportunities in the provinces of Tekirdağ and İstanbul. However, although it is aimed to minimize them through mitigation measures, some adverse environmental and social impacts may arise during the implementation of the Project.



### What Are the Ecological Impacts of the Project?

During the process of determining the Project alignment, the General Directorate of Highways (KGM) adopted the principle of avoiding, to the greatest extent possible, residential areas, sensitive ecosystems, cultural assets, and other areas requiring protection. Following this approach, the appointed company carried out more detailed alignment studies during the ESIA process and the final design stages in order to further reduce the Project's potential environmental and social impacts.



### Recognized Areas / Species

Desktop studies and field surveys conducted in the Project area and its vicinity have revealed that the region consists of an ecosystem structure made up of agricultural lands, natural vegetation, and, in some places, modified habitats. As a result of these assessments, a total of four species – one flora species, two bird species, and one mammal species – requiring protection were identified. Conservation approaches and mitigation measures for these species have been integrated into the design phase, with route and structure placements planned to minimize impacts on sensitive habitats and species. During the construction

phase, site-specific protection and mitigation measures will be implemented to limit the effects of habitat loss, noise, dust, and human activities. In the post-construction phase, temporarily affected areas will be rehabilitated and replanted with local plant species. This approach aims to ensure that the Project's impacts on biodiversity are kept to a minimum.



### Surface and Groundwater

Streams, creeks, and drainage lines along the Project alignment are crossed by bridges, viaducts, and culvert structures. These crossing structures have been designed in accordance with relevant hydraulic criteria to maintain hydraulic continuity and prevent flood risks. Measures taken during the construction phase will prevent pollution, turbidity, and sedimentation in surface waters. The Project does not pass through a critical groundwater area, and potential impacts on groundwater will be controlled.



### Soil and Waste

The motorway design has been planned to minimize the need for excavation and embankment. During construction, the majority of excavated materials will be reused within the Project, and topsoil will be preserved and stored in suitable areas. Excavation waste, other waste, and hazardous materials will be managed in accordance with relevant regulations, approved management plans, and regular inspections. In this way, natural resource use is limited, while environmental impacts are kept under control.



## HOW WILL THE COMMUNITY BE AFFECTED?

### Air Quality and Noise

The Project alignment has been designed to minimize impacts on residential areas and sensitive land uses. Most of the route passes through rural areas, and it has been determined that schools, hospitals, and other sensitive facilities are not located near the Project area. Existing air quality and environmental noise levels

were assessed through measurement and modeling studies conducted within the scope of the ESIA, with results generally found to be within acceptable levels for rural areas.

During the construction phase, noise, vibration, and dust emissions from heavy machinery, excavation and embankment works, and site activities will be controlled. Equipment will be maintained and operated following best practices, and measures will be implemented to reduce dust generation and noise propagation. During the operational phase, air and noise impacts from motorway traffic are expected to remain limited. Necessary measures will be taken to manage the remaining impacts.

### Expropriation and Land Acquisition

The alignment has been designed to affect a minimal number of buildings, including a few houses and businesses. The Project will impact 2,648 land parcels, most of which are privately owned. In addition, some parcels include public ownership (treasury, roads), forests, pastures, and unregistered lands. The motorway design includes numerous overpasses and underpasses, ensuring that existing roads are preserved and farmers can access their fields without interruption.

The Project may require the permanent acquisition of some land parcels and, if necessary, temporary allocation or lease of certain areas for construction purposes. All land acquisition and expropriation processes will be carried out under the authority of the General Directorate of Highways in accordance with the Expropriation Law of the Republic of Türkiye.

For detailed information about the expropriation process and to submit your comments or complaints, you can refer to the Expropriation Information Guide distributed as part of the Stakeholder Consultation Process, and you may also contact the office of Regional Directorate of Public-Private Partnership.

### Regional Directorate of Public-Private Partnership

Armutköy Mah. Nil Cad. No:22, 16180 Osmangazi/BURSA

+90 (224) 275 7800

## PUBLIC AND STAKEHOLDER CONSULTATION PROCESS

We welcome you to share your opinions and suggestions regarding the Project. The Draft ESIA Report was made available for public and stakeholder review on 19 August 2025 at [www.1915canakkale.com](http://www.1915canakkale.com). The draft report will be updated based on all comments and feedback received during this process and within the following month, and the final ESIA Report will be prepared as a single version.

You are encouraged to contribute to the process with your opinions and comments throughout the entire life cycle of the Project, including the construction and operation phases. We would like to emphasize that the participation of all stakeholders is ensured continuously through the Environmental and Social Management Plan.

During consultation events, detailed information about the Project and its environmental and social impacts will be made available. Project team representatives will also be present throughout the events to answer questions and receive comments and feedback. Additional information can be accessed through the Stakeholder Engagement Plan available on the Project website.

For further information about the Project or to submit your comments, you can contact us via the Project Hotline at +90 (850) 399 1915.

To provide feedback or request additional information, please send an email to [info@1915canakkale.com](mailto:info@1915canakkale.com) or submit a written request to the address indicated below.

### Kinali-Malkara Motorway Project ESIA Consultation Process

1915Çanakkale Ana Kontrol Merkezi, Gazi Süleyman Paşa mah.

Dumlupınar cad. No:6, 17800 Lapseki/ÇANAKKALE

## CONTINUOUS ACCESS TO ALL INFORMATION DOCUMENTS AT ALL TIMES

Once the update is completed, the Public and Stakeholder Consultation Process Report, which includes a summary of the consultation process, along with the Final ESIA Report, will be made available to the public through the Project's web site.

All other information related to the Project, including the Expropriation Information Guide, which is available at all locations where you can access the ESIA Report and this brochure, can also be accessed free of charge on the Project website at [www.1915canakkale.com](http://www.1915canakkale.com).

- Draft ESIA Report
- Non-Technical Summary of the Draft ESIA Report
- Stakeholder Engagement Plan
- Environmental and Social Management Plan
- ESIA Public and Stakeholder Consultation Brochure
- Expropriation Information Guide
- Feedback and Complaint Form

Printed copies of the Project documents can be reviewed at the local mukhtar (village/town head) offices.

We are organizing five public ESIA Awareness Events at different locations near the Project route. The events will take the form of ESIA Information Meetings, each planned to last two hours. The event calendar will be announced through national and local media and via neighborhood headmen

## PARTICIPATION AND ACCESSIBILITY FOR VULNERABLE GROUPS

We mobilize all available resources to ensure that all stakeholders in the community, including those who consider themselves affected by the Project, can

provide their opinions and suggestions in an effective, inclusive, and transparent manner, and we are committed to offering meaningful and continuous stakeholder engagement mechanisms in line with international best practices.

We support and encourage the participation of all vulnerable groups in an accessible and sustainable way, including persons with disabilities, the elderly, individuals hesitant to participate due to social pressure, those with travel limitations, and women who may not be able to attend due to caring for small children.

In this context, we aim to develop methods to engage directly with members of vulnerable groups throughout the process. Based on requests received and identified needs, special meetings outside the scheduled events may also be organized. Vulnerable group members are encouraged to call the Project Hotline at +90 (850) 399 1915 to request support for transportation.

For individuals in settlements where Information Meetings are not organized, group transportation will be provided from central points to facilitate participation at the nearest meeting location. Please follow announcements from your local mukhtar offices regarding transportation arrangements.

### Grievance Mechanism

This mechanism has also been established for individuals who wish to submit complaints or provide feedback on any aspect of the Project. This mechanism is accessible, transparent, and free for everyone, and all submissions are handled in a fair and transparent manner.

Under the grievance mechanism, you can submit to us;

- You can reach us directly via the Project Hotline at +90 (850) 399 1915
- By using the feedback and complaint forms available at local mukhtar offices
- By sending an email to [info@1915canakkale.com](mailto:info@1915canakkale.com)
- By contacting the Community Liaison Officers directly
- By scanning the QR code on our posters and notices

Thank you for your time and support regarding the Kinali-Malkara Motorway Project, and we look forward to receiving your feedback.