

## ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT PUBLIC AND STAKEHOLDER CONSULTATION PROCESS

## KINALI-MALKARA MOTORWAY PROJECT



1915 ÇANAKKALE



### KINALI-MALKARA MOTORWAY PROJECT

As part of the 324 km-long Kınalı–Tekirdağ–Çanakkale–Savaştepe 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 **Kınalı–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 Kınalı to Savaştepe 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 Kınalı–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 Marmaraeğlisi, 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.

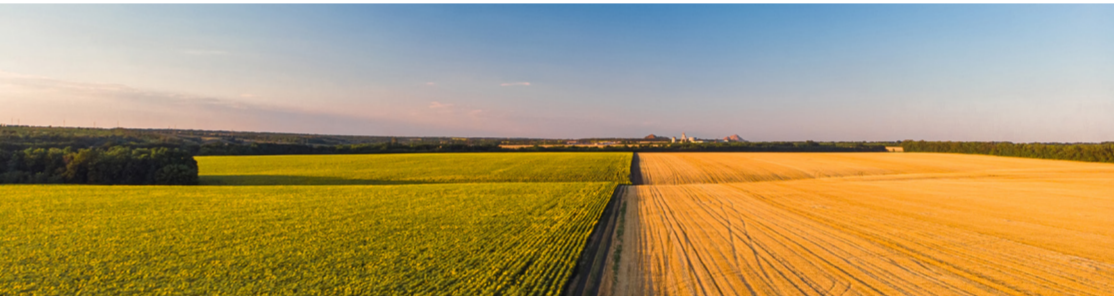
In line with the standards required for modern motorway operations, three integrated rest and service areas are planned to be established, featuring fuel stations, food and beverage units, restrooms, and various commercial facilities. In addition, to ensure the uninterrupted and safe operation of the 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 Kınalı–Malkara section, a key component of the Kınalı–Tekirdağ–Çanakkale–Savaştepe 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 Istanbul–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 Istanbul 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 Kınalı and Savaştepe, 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 Kınalı-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.

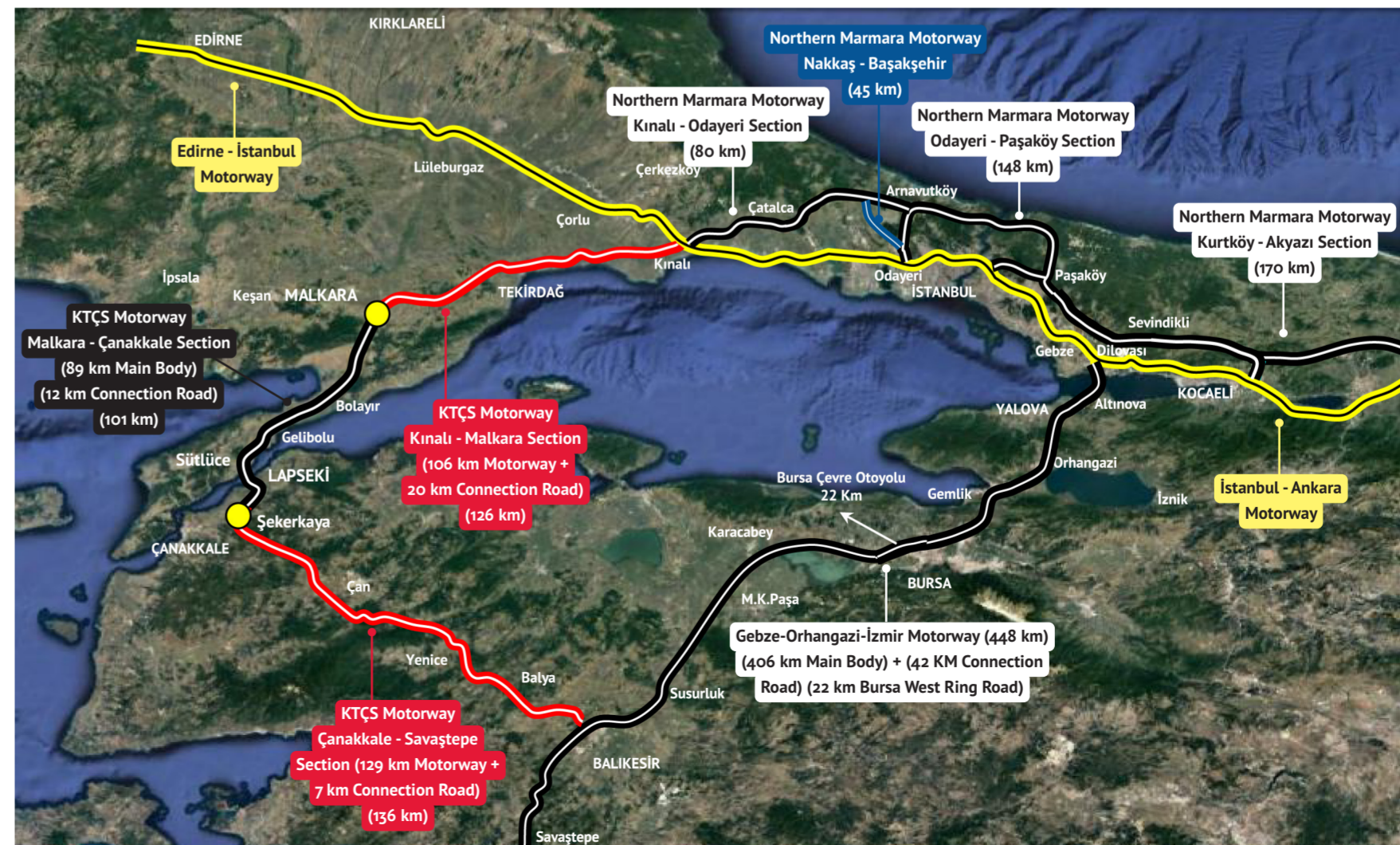
The ESIA process, which aims to reach all individuals, communities, and institutions that consider themselves affected by the Project, commenced in January 2023. As a result of the studies carried out to date by local and international independent experts, a Draft ESIA Report was prepared and published 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 Kınalı-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.

# 1915 ÇANAKKALE



**Kınalı-Malkara Motorway Project ESIA Consultation Process**  
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Thank you for your time and support regarding the Kınalı-Malkara Motorway Project, and we look forward to receiving your feedback.