



## MOTORWAY PROJECT KINALI-MALKARA



1915 ÇANAKKALE



### INFORMATION GUIDE EXPROPRIATION

#### PROJECT DEFINITION

This Expropriation Information Guide (EIG) has been prepared to provide information on the expropriation processes of the Kinali-Malkara Motorway Project (hereafter referred to as the "Project") to individuals affected by the Project and other relevant stakeholders in the Project area.

This guide is an annex to the publicly available Stakeholder Engagement Plan (SEP).

The General Directorate of Highways (KGM) is implementing the 324 km Kinali-Tekirdağ-Çanakkale-Savaştepe Motorway Project as part of Türkiye's "2023 Vision" to develop the country's road infrastructure. An Environmental Impact Assessment (EIA) process was conducted for the entire Project and was approved on 23 November 2016. The first phase of the Project, which includes the 1915 Çanakkale Bridge and the Malkara-Çanakkale motorway, was completed in 2022 and opened to operation.

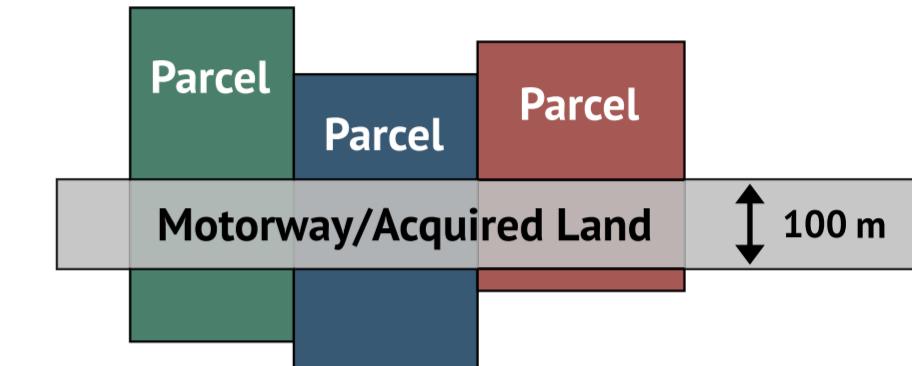
One of the main objectives of the Project is to reduce the heavy traffic load of the Istanbul metropolitan area, which has a population of approximately 20 million, and to create a more efficient and uninterrupted transport corridor for long-

#### ENVIRONMENTAL AND SOCIAL STANDARDS OF THE PROJECT

The Appointed Company works with an experienced team of Turkish and international design and construction contractors to ensure that the Project is implemented in accordance with KGM specifications and international technical standards.

The Project is expected to be financed by both Turkish and international financial institutions. Given the high environmental and social standards of these institutions, the Appointed Company has engaged an independent team of Turkish and international consultants to support the existing EIA Report dated 23 November 2016 and to carry out the Environmental and Social Impact Assessment (ESIA) studies required to meet the financial institutions' requirements.

The Appointed Company is committed to implementing an Environmental and Social Management Plan (ESMP) prepared based on data obtained through the ESIA studies, in order to minimize potential adverse impacts and generate benefits for the local community. Within this scope, through an Employment Policy developed by the Appointed Company and plans prepared by the engineering-procurement-



The main impacts on people's lives due to the Project's land requirements can be classified as follows:

- Loss of land used for agricultural purposes
- Loss of land used as pasture and rangeland
- Loss of forested areas
- Loss of livelihood and production (due to reduction of land)
- Loss of buildings, including residential houses and businesses/shops
- Restriction of access to agricultural lands, pastures, and forests
- Division of land owned by the same person or splitting of multiple parcels

distance travel and freight transportation from Western Anatolia to Europe. In this context, one of the main components of the Kinali-Tekirdağ-Çanakkale-Savaştepe Motorway Project is the Kinali-Malkara Motorway, with a total length of 105.2 km.

Under the Build-Operate-Transfer (BOT) Agreement with the General Directorate of Highways (KGM) 16 years, 2 months, and 12 days, Çanakkale Motorway and Bridge Construction Investment and Operation Inc. (the Appointed Company) continues to be responsible for constructing and operating the Project. The main construction phase of the Project is planned to start in 2026 and last 36 months. From the completion of construction until the end of the BOT agreement, the motorway and bridge will be operated as a toll road by the Appointed Company and will subsequently be fully transferred to KGM.

construction (EPC) contractor, the Project aims to provide employment and skills development opportunities for local communities during both the construction and operational phases.

#### LAND REQUIREMENTS OF THE PROJECT

As part of the Project, properties and the buildings and facilities on them along the route will be expropriated.

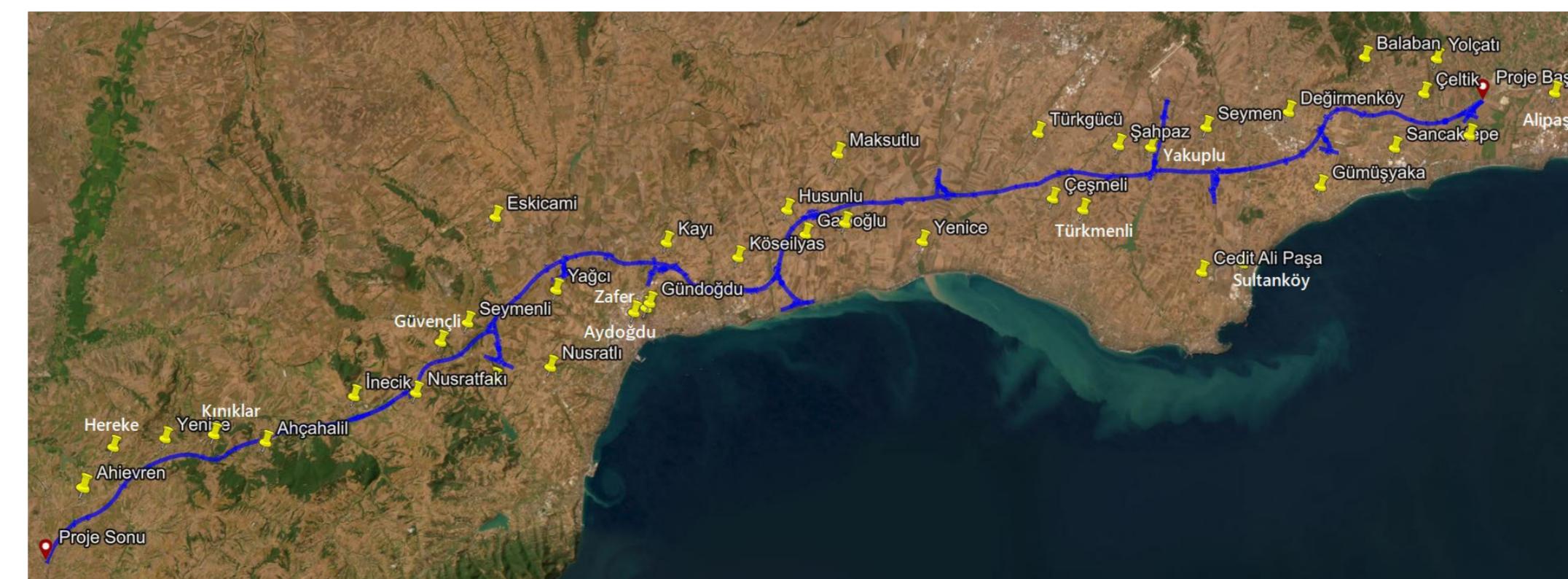
The motorway will extend along the route with an average width of 100 meters. This area of expansion will require the permanent use of a total of 2,648 parcels, of which 2,292 parcels are privately owned and 356 parcels are publicly owned. A total of 2,648 parcels (a total of 1621,59 hectares) are expected to be affected. The number of buildings impacted by the Project is relatively small.

Expropriation will be carried out by KGM in accordance with the Expropriation Law. In addition, it may be necessary to temporarily allocate or lease public land for various construction sites to be established along the highway route.

#### PEOPLE AFFECTED BY THE PROJECT (PAP)

The Project will affect approximately 2,648 land parcels and, in addition to the owners/shareholders, it is estimated to impact thousands of other individuals who temporarily or permanently lease or use these lands. Within the scope of expropriation, People Affected by the Project can be classified as follows:

- Landowners and shareholders with legal rights over private property
- Owners of residential, commercial, or other structures
- Owners and users of assets on the land (e.g., irrigation systems)
- Land users who have been using public/state or unregistered lands for more than 20 years (possessors)
- Legal entities that own land
- Individuals who use the land, residences, commercial facilities, or other structures as tenants



#### RESPONSIBILITIES RELATED TO PROPERTY ACQUISITION

Properties will be acquired from their current owners by KGM through expropriation and allocated to the Appointed Company for the construction and operation of the Project. The expropriation of land and other assets is the responsibility of KGM. Negotiations with the rights holders have begun, and the expropriation processes will continue to be conducted by KGM.

The entire process is fully in compliance with the provisions of the Expropriation Law and KGM procedures applied in similar road construction projects.

## LEGISLATION APPLIED BY GENERAL DIRECTORATE OF HIGHWAYS (KGM)

For this Project, the relevant legislation is the Expropriation Law No. 2942, which regulates the loss of land and immovable assets and the payment of monetary expropriation compensation. This law was amended by Law No. 4650 in 2001 and Law No. 7421 in 2022 to align certain provisions. Rights holders are free to use the expropriation compensation they receive to purchase a new property, build a new home, or invest in any other way.

Compensation in the expropriation process will be paid in cash and in full. The Expropriation Law requires that compensation for the loss of land or assets be paid only to the legal rights holder. Actual occupants or users can become entitled to compensation if they can prove possession in cases where the land is not registered under their name and no other individual claims legal rights over the property.

The Project's expropriation procedures are conducted in accordance with the official Public Interest Decision published on 6 July 2022. This date also marks the cut-off for the rights considered in compensation payments. (including structures on the land, trees, etc.)

### Important

Within the scope of this Project, neither KGM nor other official institutions will prepare resettlement plans for affected individuals. Under the Expropriation Law, only compensation will be paid to the rights holders.

## ACCORDING TO THE EXPROPRIATION LAW, THE EXPROPRIATION PROCESS PROCEEDS AS FOLLOWS



The Reconciliation Commission reviews the expropriation compensation and negotiates the purchase. The agreed amount cannot exceed the valuation amount. Following payment and transfer of the property to the Administration, the owner cannot file a lawsuit against the expropriation process or the agreed compensation.



If the property owner and the Reconciliation Commission cannot agree on the compensation, the Administration applies to civil courts to determine the value of the property. If no agreement is reached in court, a new expert committee appointed by the court conducts a site inspection. If the parties still cannot agree at the next hearing, the judge determines a fair expropriation compensation based on the reports prepared by the expert committee.



## KGM'S EXPROPRIATION COMPENSATION

According to applicable legislation, expropriation compensation is determined for the following items:

- Land expropriated for the motorway's road construction and safety area, maintenance and operation centers, service and parking areas, and similar facilities
- Crops
- Residences or other buildings/structures
- Appurtenances (e.g., trees, walls, wells, irrigation systems, etc.)

Rights holders are Title Deed Owners and Possessors. Additionally, Land Users may become rights holders if they can prove, with the consent of the property owner, that the physical investments on the land were made or planted by themselves rather than by the landowner.

### Important

The construction of Project components will generally begin ONLY in areas where KGM has reached an agreement with the property owner and the expropriation compensation has been paid. (In some exceptional cases, construction may start while the process is still ongoing)



## KGM VALUATION AND PAYMENT

Valuation processes will be carried out in accordance with the principles set out in Article 11 of Expropriation Law No. 2942. The value of residential buildings will be determined based on the Communiqué on Approximate Unit Costs of Buildings, published and updated annually by the Ministry of Environment, Urbanization, and Climate Change. The value of trees is calculated according to their lifetime yield, while the value of crops is based on annual yield. The value of agricultural land is determined using the net income approach and includes all physical assets on the land. KGM also considers the market prices of surrounding lands in its valuation.

### Note

The valuation process depends not only on the size of the area but also on many other criteria. Therefore, expropriation compensation may vary for parcels of similar size (for example, differences in soil quality or type of crops can lead to different valuations).

If only part of a property is expropriated and the remaining portion becomes unusable, the landowner may submit a written request to the Administration for the expropriation of the remaining portion (for example, if access to the remaining portion is restricted due to construction). Additionally, KGM covers all court costs in cases where the expropriation compensation is determined by a court.

The agreed compensation is prepared for payment by KGM within a maximum of 45 days, and following completion of the processes with the land registry office, the payment is transferred to the landowner's bank account.

## SUPPORT TO LOCAL COMMUNITIES

Independent of the expropriation compensation payments to landowners, the Concessionaire is developing a **Resettlement Action Plan (RAP)** to provide support to communities along the route. This plan is still under development and will be shaped with inputs from the General Directorate of Highways (KGM), the local village heads (muhtars), and independent experts. The program aims to manage the physical and/or economic displacement impacts that may arise due to the loss of land, buildings, or property rights of affected persons, and to ensure that their living standards do not decline, preferably improving them compared to pre-project conditions. The support provided under the program will not replace any measures to be implemented by KGM, and **no cash payments will be made** to individuals under the program.

## COMMUNITY LIAISON OFFICERS

The Concessionaire will appoint Community Liaison Officers at central points along the Project area. These specialists will conduct regular field visits along the highway route to share information about the Project and the ESIA activities with local communities, strengthening communication through mutual consultations. They will record feedback and requests received from the public and provide clear answers to questions. Community Liaison Officers will constructively contribute to resolving potential disputes, including cases involving joint ownership. Additionally, they will inform local communities about the expropriation process and the grievance mechanism and guide them in completing applications and forms, supporting a transparent and well-managed process.



## GRIEVANCE MECHANISM

A Grievance Mechanism has been established to allow any individual or organization, including local residents, to freely submit complaints and issues related to the Project without any cost or obstruction. Complaints and feedback can be submitted to the Concessionaire via telephone, mail, email, or through local village offices (muhtars).

Detailed information on the grievance process is provided in the Stakeholder Engagement Plan.

## PUBLIC ACCESS TO THE ESIA AND RELATED DOCUMENTS

The ESIA Report and related documents (including the Non-Technical Summary (NTS), Environmental and Social Management Plan (ESMP), Stakeholder Engagement Plan (SEP), and Expropriation Information Guide (EIG)) were first made publicly available on the project website ([www.1915canakkale.com](http://www.1915canakkale.com)) on **19 August 2025** for the **Information Period**. These documents were also provided in printed form at **39 designated locations** throughout the Project area in **January 2026** to inform Project-Affected Persons (PAPs) and other stakeholders and allow them to submit their feedback.

Overview of documents to be made public:

DOKÜMAN TÜRÜ	ERİŞİM KANALI
Draft ESIA Report	
Non-Technical Summary of the ESIA (NTS)	
ESIA Brochure	
Environmental and Social Management Plan (ESMP)	
Stakeholder Engagement Plan (SEP)	
Expropriation Information Guide (EIG)	
Feedback and Complaint Form	

In addition, during this period, five consultation meetings were scheduled within the Project area to inform the public, provide opportunities to ask questions, and enable consultations with the Concessionaire, the General Directorate of Highways (KGM), and the consultants who prepared the ESIA documents.

The dates, times, and locations of these events will be announced to the public through national and local newspapers, as well as via municipalities and muhtar offices.

Information on the events and the feedback received throughout the Public and Stakeholder Consultation Process have been compiled in the Consultation Process Report, which will be published as an annex to the Stakeholder Engagement Plan. This report will be disclosed to the public together with the Final ESIA Report as of March 2026.

## CONTACT INFORMATION

This guide aims to inform you about the expropriation process being carried out within the scope of the Project and to keep you updated.

Expropriation activities under the Project are conducted under the responsibility of KGM. Within this framework, you may submit any opinions, questions, or complaints regarding expropriation by mail. In accordance with the Right to Information Act No. 4982, requests for information submitted by mail or in person will be responded to within a maximum of 30 working days.

**Regional Directorate of Public-Private Partnership**  
Armutköy Mah. Nil Cad. No:22  
16180 Osmangazi/BURSA  
+90 (224) 275 7800

For any opinions or complaints related to the Project other than expropriation matters, you may use any of the communication channels listed below.

+90 (850) 399 1915  
[info@1915canakkale.com](mailto:info@1915canakkale.com)  
**Çanakkale Motorway and Bridge Construction Investment and Operation Inc.**  
**1915Çanakkale Ana Kontrol Merkezi, Gazi Süleyman Paşa Mah. Dumlupınar Cad. No:6, 17800 Lapseki/ÇANAKKALE**

Thank you for the time you have taken and the interest you have shown in obtaining information about the expropriation process, which is one of the key aspects of the Kinalı-Malkara Motorway Project.

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

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