

KARAYOLLARI GENEL MÜDÜRLÜĞÜ

**KAMU ÖZEL SEKTÖR ORTAKLIĞI
BÖLGE MÜDÜRLÜĞÜ**



1915ÇANAKKALE

ÇOK A.Ş.

ÇANAKKALE OTOYOL VE KÖPRÜSÜ İNŞAAT YATIRIM VE İŞLETME A.Ş.



**KINALI-TEKİRDAĞ-ÇANAKKALE-SAVAŞTEPE
OTOYOLU PROJESİ, MALKARA-ÇANAKKALE
(1915 ÇANAKKALE KÖPRÜSÜ DAHİL) KESİMİ İŞİ**

Kinalı – Malkara Section Project Severance Management Plan

DOKÜMAN NUMARASI

SAYFA SAYISI

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ABBREVIATIONS

BOT	Build-operate-transfer
CLO	Community Liaison Officer
ÇOK A.Ş.	Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş.
E&S	Environmental and Social
EHS	Environmental, Health and Safety
EPC	Engineering Procurement and Construction
EP IV	Equator Principles IV
ESIA	Environmental and Social Impact Assessment
ESMS	Environmental and Social Management System
ESAP	Environmental and Social Action Plan
E&S	Environmental and Social
IFC	International Finance Corporation
ILO	International Labour Organisation
KGM	General Directorate of Highways
KPI	Key Performance Indicator
MoTI	Türkiye Ministry of Transport and Infrastructure
PAP	Project Affected People
Project	Kınalı – Malkara Motorway Project
PSs	Performance Standards
SEP	Stakeholder Engagement Plan
SEVMP	Severance Management Plan
O&M	Operation and Maintenance

1. INTRODUCTION

The Severance Management Plan (SEVMP) is a comprehensive framework designed to mitigate the environmental and social impacts associated with the development of new transportation infrastructure. The aim of this plan is to ensure the seamless integration of underpasses and overpasses specifically designed for animal crossings, thereby preserving local wildlife habitats and promoting biodiversity. Additionally, the plan outlines the methodology for determining the optimal locations for these crossings, ensuring they are strategically placed to maximize their effectiveness.

The construction of the Kinalı – Malkara Motorway Project “the Project” is expected to cause significant disruptions to access routes to social infrastructure (such as schools, clinics, religious sites, shops, and water sources) and economic assets (including employment, fields, and crops). This disruption will also lead to the fragmentation of social networks for all communities affected by the project, due to construction-related movement restrictions and permanent severance resulting from the fencing of the new motorway.

In addition, the project will lead to economic and access-related severances for the affected communities in the following ways:

- **Economic Severance:** The project will divide communities, limiting access to productive assets such as agricultural land and commercial facilities, which may lead to loss of income or economic instability.
- **Access Severance:** loss of access to public amenities and services, adversely affecting the quality of life for the affected communities.

The primary objective of the Severance Management Plan is to address and mitigate these impacts by implementing informed consultation and participation processes, as per IFC Performance Standards and relevant compliance requirement specified in Section 1.3., during the identification, design, and delivery of crossings, the plan aims to minimize the negative effects on the local population. Additionally, the plan will develop strategies to manage any residual severance impacts and ensure that access to ecosystem services is maintained or enhanced. Through a combination of community engagement, hazard identification, and collaborative efforts with relevant authorities, this plan aims to foster a sustainable and inclusive approach to infrastructure development.

Furthermore, the SEVMP emphasizes the importance of engaging with the local community throughout the project lifecycle. This includes informing residents about the construction process, providing opportunities for them to influence decision-making, and establishing a robust feedback mechanism to address their concerns. Effective communication and collaboration with the General Directorate of Highways are also critical components of the plan, ensuring that all stakeholders are aligned and working towards common goals.

The SEVMP addresses severance-related impacts such as loss of access, land fragmentation, and disruption of social or economic networks that do not necessarily result in physical or economic displacement. However, in some cases, severance impacts may trigger eligibility under the Resettlement Action Plan (RAP) or Livelihood Restoration Plan (LRP). For example, if severance leads to loss of livelihood or renders a residence inaccessible, the affected person may qualify for support under RAP or LRP. Therefore, the SEVMP includes a referral mechanism to ensure such cases are assessed and redirected appropriately.

The SEVMP is for managing non-displacing impacts that fall outside the scope of RAP and LRP. It does not cover physical relocation or direct livelihood restoration, which are addressed under RAP and LRP respectively. Instead, it focuses on mitigating indirect impacts such as restricted access to land or services and ensuring continued connectivity and functionality of affected areas.

Compensation mechanisms such as financial payments for temporary or permanent loss of access to land or income are typically handled under the Resettlement Action Plan (RAP) if they result in physical or economic displacement. This includes:

- Permanent loss of access to land or assets that leads to a loss of livelihood or shelter.
- Temporary loss of access that significantly disrupts income-generating activities or access to essential services.

In such cases, the RAP provides compensation in line with national laws and international standards (e.g., IFC Performance Standards), ensuring affected persons are not worse off and ideally better off after resettlement. However, if the loss of access does not result in displacement but still causes inconvenience or disruption (e.g., access to communal areas or roads), it may fall under the SEVMP.

1.1. Project Background

The Kinalı – Tekirdağ – Çanakkale – Savaştepe (Kinalı – Balıkesir) Motorway, with a length of 324 km, is owned by the Republic of Türkiye Ministry of Transport and Infrastructure (MoTI) and General Directorate of Highways (KGM). The Malkara – Çanakkale Motorway (including the 1915Çanakkale Bridge) developed by ÇOK A.Ş. is currently in the operation phase.

The Project is the extension of the previous section. The Project's starting point will be the Silivri Prison Interchange area of the existing O-3 İstanbul – Edirne Motorway at KM 0+000 and it will end at 105+300 in Malkara. The Project will be realized with build-operate-transfer ("BOT") model. ÇOK A.Ş. will appoint an EPC Contractor for the main design and construction works of the Project. As for the operation phase of the Project, ÇOK A.Ş. will either appoint a contractor in due course (referred to herein as the "Operation and Maintenance ("O&M") Contractor") or operate the motorway by itself.

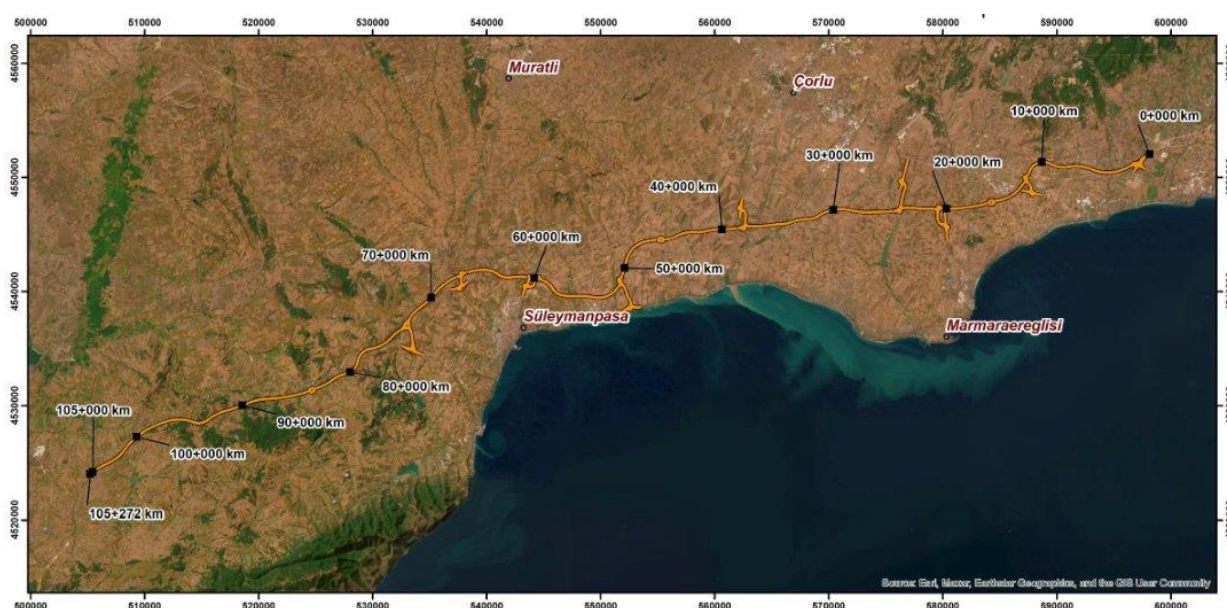


Figure 1. Kinalı – Malkara Motorway Project Route

1.2. Purpose

SEVMP is a strategic document which has the following key objectives:

- Ensure the seamless integration of underpasses and overpasses and relevant access roads (including agricultural area access roads) to preserve local wildlife habitats and promote biodiversity.
- Inform and involve the local community throughout the project lifecycle, providing opportunities for them to influence decision-making.
- Identify and assess hazards and impacts at the locations of newly built underpasses and overpasses and relevant access roads to ensure their safe design and use for traffic, pedestrians, and livestock.
- Develop strategies to manage any residual severance impacts on project-affected communities and people.
- Assess and mitigate impacts on access to ecosystem services such as clean water, air, and natural resources.
- Ensure the project does not isolate communities, restrict livelihoods, or block access to essential services, and that any access-related disruption is avoided, minimised, or compensated in line with international standards of sustainability, equity, and human rights.
- Establish effective communication and collaboration with the General Directorate of Highways and other relevant authorities to ensure alignment and address any issues promptly.
- Consider severance impacts on gender and vulnerable groups so that measures to ensure that the needs of women, elderly, children, and persons with disabilities are explicitly addressed in severance mitigation

1.3. Compliance Requirements

Applicable IFC standards include, IFC PSs (Specially IFC PS 4: Community Health, Safety and Security and IFC PS1: Assessment and Management of Environmental and Social Risks and Impacts), IFC General Environmental Health and Safety (EHS) Guidelines, and IFC EHS Guidelines for Toll Roads which sets out a range of recommendations with regards to severance management, and the World Bank EHS guidelines for Construction Materials Extraction.

In addition to the above, the following impact assessment reports prepared for the Project will be used as reference documents:

- Kinalı – Malkara Motorway Project Environmental and Social Impact Assessment (ESIA) Report
- Kinalı – Malkara Motorway Project Stakeholder Engagement Plan (SEP)
- Kinalı – Tekirdağ – Çanakkale – Savaştepe Motorway Project Environmental Impact Assessment (EIA) Report
- Environmental and Social Management Plan (ESMP) of the Kinalı – Malkara Motorway Project together with the commitment register

All applicable national environmental, social and occupational health and safety legislation can be mentioned as Project standards.

Additionally, ÇOK A.Ş. plans and procedures related to engagement with severance management will also be used as reference documents:

- Health, Safety, Security, Social and Environmental Policy
- Environmental and Social Management Plan
- Resettlement Action Plan-including livelihood restoration plan
- Resettlement Framework
- Biodiversity Management Plan
- Biodiversity Action Plan
- Biodiversity Offset Management Plan and Evaluation Plan

2. ROLES AND RESPONSIBILITIES

By establishing clear roles, responsibilities, and frequency of reporting, the Project can effectively address severance management related risks and impacts, build trust with stakeholders.

Along with the responsibilities of the following roles defined in the Environmental and Social (E&S) Resourcing Plan of ÇOK A.Ş., roles and responsibilities for the preparation and disclosure process of the SEVMP are given below:

Environmental and Social (E&S) Manager of ÇOK A.Ş.

- Oversee the implementation of the SEVMP and ensure compliance with environmental and social standards.
- Ensure the coordination with various stakeholders, including the General Directorate of Highways, local authorities, and community representatives.
- Ensure monitoring of the environmental and social impacts of the project and preparation of regular reports for internal and external stakeholders.
- Responsibility for reporting to Project Management and Project lenders and their advisors in line with the provisions of the Project Environmental and Social Management System (ESMS) and ESAP.
- Informing the EPC Contractor on severance management related responsibilities as defined in this SEVMP and relevant ESMS requirements. Ensuring that these are understood and implemented throughout the construction.
- Responsibility for reporting to Project Management and Project lenders and their advisors in line with the provisions of the Project ESMS and ESAP.
- Acting in a leading role to ensure effective implementation of this plan and guide relevant employees (Community Liaison Officers (CLOs), Labour and Working Conditions Expert, Biodiversity Expert etc.) when needed.
- Ensuring that all subcontractors, suppliers and all relevant parties are informed about the requirement of this SEVMP.

Community Liaison Officers (CLOs) of EPC Contractor

- Serve as the primary point of contact between the project and the local community, ensuring effective communication and engagement.
- Organize community meetings, distribute informational materials, and keep the community informed about the project.
- Collect feedback from community members and ensure their concerns are addressed in a timely manner.
- Assist in the organization of public consultations and stakeholder meetings.
- Informing the relevant managers of the Project Company for development and implementation of additional measures, when necessary, to resolve severance management related issues, including measures aimed at resolving non-closed grievances.

Site Environmental and Social (E&S) Chief of EPC Contractor

- Oversee the implementation of environmental and social measures at the construction site.
- Ensure that construction activities comply with environmental and social standards and regulations.
- Respond to any environmental or social incidents on-site and implement corrective actions.
- Prepare regular reports on the environmental and social performance of the construction site and communicate with the Environmental and Social Manager of ÇOK A.Ş.

- Report any significant environmental or social incidents, such as accidents, spills, or community protests immediately to the Environmental and Social Manager and relevant authorities.
- Monitoring the quality assurance of the SEVMP for effective implementation.
- Coordinating with Community Liaison Officers to ensure that the stakeholder engagement activities being performed in line with the Stakeholder Engagement Plan.
- Monitoring all grievances and ensuring that all grievances are recorded, resolved and closed.
- Keeping ÇOK A.Ş. fully and immediately informed of implementation of this SEVMP and any severance management related issues.
- Participating in joint inspections, performance reviews and audits as required by ÇOK A.Ş.
- Providing ÇOK A.Ş. with access to monitoring records (including all relevant documentation and databases) as required.
- Informing and training all subcontractors, suppliers and all relevant parties about the requirement of this SEVMP.

Biodiversity Expert

- Perform detailed ecological surveys to identify and document local species, habitats, and biodiversity hotspots within the project area.
- Evaluate the potential impacts of the construction on local biodiversity
- Develop and recommend mitigation strategies to minimize negative impacts on biodiversity
- Design and implement monitoring programs to track the effectiveness of mitigation measures.
- Use monitoring data to adapt and improve mitigation measures over time, ensuring they remain effective in protecting biodiversity.
- Participate in community meetings and educational outreach programs to raise awareness about the importance of biodiversity and the measures being taken to protect it.
- Collaborate with local environmental organizations and community groups to gather input and build support for biodiversity conservation efforts.
- Prepare regular reports on biodiversity monitoring results, mitigation measure effectiveness, and any incidents or issues related to wildlife and habitats.
- Ensure that all biodiversity-related activities and outcomes are documented and reported in compliance with relevant environmental regulations and standards.

3. SEVERANCE MANAGEMENT

The Project includes approximately 105 km motorway and in total 330 Project units including 58 overpasses, 29 portal underpasses, 14 girder underpasses, 219 culverts and 10 interchanges. The technical specifications of the Project units, such as the location, length, width, distance between each other of these project units will be designed and implemented according to KGM standards (design of underpasses and overpasses adheres to national and international engineering standards for safety and accessibility, safety features such as adequate lighting, signage, barriers, and escape routes to minimize risks for all users, effective drainage systems to prevent the accumulation of water during heavy rainfall).

This section of this plan outlines the strategies and measures designed to manage the impacts of severance on project-affected communities and individuals. This section details the processes for identifying and mitigating potential disruptions caused by the motorway construction, ensuring that the needs and concerns of the local population are addressed. It emphasizes the importance of informed consultation and participation, in line with IFC Performance Standard 1 (IFC PS1), during the identification, design, and delivery of crossings. Additionally, it addresses residual severance impacts and considers the effects on access to ecosystem services. Through a combination of community engagement, hazard identification, and collaborative efforts with relevant authorities, this section aims to foster a sustainable and inclusive approach to infrastructure development.

3.1. General Management

The following general measures will be implemented for severance management;

- The Project will conduct broad consultations with the Project Affected People (PAP)s, affected communities, and other interested stakeholders. Detailed visual materials and KMZ files of the route will be shared with local communities to gather their feedback, particularly regarding underpasses in settlements and potential barriers to access ecosystem services. Their input will be incorporated into the further detailed design and mitigation measures of the Project.
- Safe pedestrian crossings will be designated with clearly marked pathways, adequate lighting, and, where feasible, pedestrian overpasses or underpasses.
- Strategically located crossings (overpasses or underpasses) will be planned and constructed at intervals that allow easy access to ecosystem services, lands, and other essential resources.
- In order to assess and eliminate potential hazards regarding the use of underpasses and overpasses built for traffic, pedestrians, and livestock, the following measures will be implemented:
 - Regular checks will be conducted for visibility, lighting, and drainage issues, particularly after heavy rainfall.
 - Routine maintenance will be carried out to address lighting, drainage, and structural issues.
 - Safe interaction between vehicles, pedestrians, and livestock will be monitored and managed.

Community Engagement:

- Information Dissemination: Organize community meetings, distribute informational brochures, and use social media platforms to keep the local community informed about the project timeline, construction activities, and the purpose of wildlife crossings.
- Feedback Mechanism: Establish a dedicated hotline, email address, and online portal for community members to submit their feedback and concerns. Ensure timely responses and incorporate community input into project planning and implementation.

Decision-Making Influence:

- Public Consultations: Hold regular public consultations to gather input from community members on key project decisions. Use surveys and questionnaires to collect data on community preferences and concerns.
- Stakeholder Committees: Form stakeholder committees that include representatives from the local community, environmental groups, and government agencies. These committees will play a crucial role in influencing project decisions and ensuring transparency.

Collaboration with the General Directorate of Highways:

- Regular Meetings: Schedule regular meetings with the General Directorate of Highways to discuss project progress, address any issues, and ensure alignment on project goals and timelines.
- Joint Inspections: Conduct joint inspections of construction sites to monitor compliance with environmental and safety standards. Collaborate on developing solutions to any challenges that arise during the project.

Managing Severance Impacts on Communities:

- Informed Consultation and Participation (IFC PS1): Ensure that the identification, design, and delivery of crossings involve informed consultation and participation with affected communities. This includes holding workshops, focus groups, and public hearings to gather input and address concerns.
- Residual Severance Impacts: Develop strategies to address any residual severance impacts, such as providing alternative access routes, enhancing local infrastructure, and offering compensation or support to affected individuals and businesses.

Access to Ecosystem Services:

- Assessment of Ecosystem Services: Conduct assessments to understand how the project may impact access to ecosystem services such as clean water, air, and natural resources.
- Mitigation Measures: Implement measures to mitigate any negative impacts on ecosystem services, such as creating buffer zones, restoring habitats, and ensuring sustainable resource management practices.

Measures to Mitigate Economic Severance

- To address the impact of the project dividing communities and limiting access to productive assets, leading to potential loss of income or economic instability, the following measures will be implemented:

- Develop and maintain alternative access routes to ensure continuous connectivity between divided communities and their productive assets, such as agricultural land and commercial facilities.
- Implement temporary access solutions during construction phases to minimize disruption to local businesses and agricultural activities.
- Establish compensation programs for businesses and farmers who experience loss of income or economic instability due to the project. This may include financial compensation, subsidies, or other forms of support as align with Resettlement Action Plan including Livelihood Restoration Plan.
- Provide assistance to local businesses in developing business continuity plans to mitigate the impact of construction-related disruptions.
- Invest in infrastructure improvements that enhance connectivity between divided communities, such as building new roads, bridges, and pathways.
- Upgrade existing facilities and infrastructure to support the economic activities of affected communities, ensuring they have the resources needed to thrive.
- Engage in regular consultations with affected communities, businesses, and farmers to understand their needs and concerns. Use this feedback to inform decision-making and project planning.
- Involve community representatives in the decision-making process, ensuring their input is considered in the design and implementation of mitigation measures.
- Offer training and capacity-building programs to help affected individuals and businesses adapt to the changes brought about by the project. This may include skills training, business development support, and access to new economic opportunities.
- Prioritize local hiring for construction and related activities, providing employment opportunities for affected community members as align with Employment Policy Document of ÇOK A.Ş.
- Implement a monitoring system to track the effectiveness of mitigation measures related to economic and access severances and the well-being of affected communities. Use this data to make necessary adjustments and improvements.

Unique Needs and Vulnerabilities of Women, the Elderly, Children, and Persons with Disabilities

These groups often face disproportionate impacts from severance due to mobility limitations, safety concerns, and reduced access to services.

- Conduct focused stakeholder engagement sessions with women, elderly persons, caregivers, and disability advocacy groups.
- Use inclusive methods such as accessible venues, sign language interpreters, and child-friendly formats.
- Ensure pedestrian crossings, sidewalks, and public transport stops are designed to be accessible (e.g., ramps, tactile paving, auditory signals).
- Prioritize safe and well-lit crossings near schools, clinics, and community centers.
- Include gender-disaggregated and age-disaggregated data in monitoring frameworks.

- Track the effectiveness of mitigation measures for vulnerable groups through periodic surveys and feedback mechanisms.
- Train project staff and contractors on gender sensitivity and disability inclusion.
- Develop guidelines for inclusive design and community engagement.
- Provide tailored support such as mobility aids, transportation subsidies, or community escorts for those with limited mobility.
- Ensure that compensation mechanisms are accessible and understandable to all affected groups.

3.2. Mechanism for Identifying and Assessing Hazards and Impacts

To reduce the impact on access routes to social infrastructure (schools, clinics, religious sites, shops, water sources), economic assets (employment, fields and crops) and fragmentation of social networks for all communities affected by the Project, Project Units, such as underpasses and overpasses will be constructed. To ensure the safe design and use of newly built underpasses and overpasses for traffic, pedestrians, and livestock, a comprehensive mechanism will be developed. This mechanism will involve several key steps:

1. Hazard Identification:

- **Site Surveys:** Conduct detailed site surveys to identify potential hazards such as lack of visibility, inadequate illumination, and terrain challenges.
- **Risk Assessment Workshops:** Organize workshops with stakeholders, including engineers, local authorities, and community representatives, to identify and discuss potential hazards.

2. Impact Management:

- **Traffic and Pedestrian Interaction:** Analyse the interaction between traffic and pedestrians to identify potential risks. This includes studying traffic patterns and pedestrian behaviour in line with Traffic Management Plan of EPC Contractor.
- **Assess how the construction and use of underpasses and overpasses may affect local wildlife and ecosystems.**
- **Community Familiarity:** Assess the community's familiarity with these types of structures and identify any potential risks due to unfamiliarity.

3. Monitoring and Evaluation:

- **Regular Inspections:** Implement a schedule for regular inspections of underpasses and overpasses to identify and address any emerging hazards or impacts.
- **Feedback Collection:** Establish mechanisms for collecting feedback from users, including drivers, pedestrians, and livestock handlers, to continuously improve safety measures.

- Implement a monitoring system to track the effectiveness of mitigation measures and the economic well-being of affected communities. Use this data to make necessary adjustments and improvements.

4. Community Involvement:

- **Public Awareness Campaigns:** Launch public awareness campaigns to educate the community about the safe use of underpasses and overpasses. This includes distributing informational materials and conducting workshops.
- **Emergency Response Plans:** Communicate Emergency Response Plan of EPC Contractor to ensure that users know how to react in case of an incident.
- **Involve community representatives** in the decision-making process, ensuring their input is considered in the design and implementation of mitigation measures.
- **Engage in regular consultations** with affected communities, businesses, and farmers to understand their needs and concerns. Use this feedback to inform decision-making and project planning.

5. Collaboration with Authorities:

- **Coordination with Local Authorities:** Work closely with local authorities and the General Directorate of Highways to ensure that safety measures are implemented effectively and that any issues are promptly addressed.
- **Joint Safety Audits:** Conduct joint safety audits with relevant authorities to ensure compliance with safety standards and regulations.

By implementing these mitigation measures, SEVMP will help identify and assess hazards and impacts at the locations of newly built underpasses and overpasses, ensuring their safe design and use for all users, ensuring a sustainable and community-focused approach to infrastructure development.

Maintaining Access to Emergency Services During and Post-Construction

1. Pre-Construction Planning

- **Engage with local emergency services** (fire, police, ambulance) during the planning phase to understand their access requirements and response protocols.
- **Identify and map all existing emergency access routes.** Ensure these are preserved or alternative routes are planned before any disruption.
- **Notify emergency services** of construction timelines, road closures, and detours well in advance.

2. During Construction

- **Uninterrupted Access Routes:**
 - Maintain at least one clear, all-weather access route for emergency vehicles at all times.
 - Use temporary roads or bypasses if primary routes are obstructed.
- **Signage and Wayfinding:**

- Install clear, visible signage for emergency detours.
- Use reflective materials and lighting for night visibility.
- Traffic Management:
 - Employ trained traffic controllers to prioritize emergency vehicles.
 - Coordinate with local authorities to adjust traffic signals if needed.
- Communication Protocols:
 - Establish a 24/7 contact point for emergency services to report access issues.
 - Use real-time GPS tracking and updates for emergency route changes.
- On-Site Emergency Access:
 - Ensure construction sites have designated emergency access points.
 - Keep fire hydrants, emergency exits, and first aid stations unobstructed.

3. Post-Construction

- Restoration of Access:
 - Restore all original emergency access routes or ensure permanent alternatives are in place.
 - Conduct a joint inspection with emergency services to validate access.
- Infrastructure Enhancements:
 - Consider improvements such as widened roads, better lighting, or new emergency pull-outs.
- Community Awareness:
 - Inform the public and local services of any permanent changes to emergency access routes.
 - Update digital maps and emergency response systems with new layouts.

4. Monitoring and Evaluation

- Regular Drills and Simulations:
 - Conduct emergency response drills during and after construction to test access and response times.
- Feedback Mechanism:
 - Create a channel for emergency services to provide feedback on access issues.

4. KEY PERFORMANCE INDICATORS (KPIs)

Key performance indicators (KPIs) to be monitored throughout the implementation of this Plan are provided in the table below.

Table 1. Key Performance Indicators (KPI)s for Monitoring and Evaluation

Key Performance Indicators	Target	Timeframe
Number of community meetings held	At least 10 meetings per year	Annually
Percentage of community feedback addressed	100% of feedback addressed within 30 days	Monthly
Compliance with environmental standards	100% compliance	Ongoing
Worker training sessions conducted regarding with this Plan	Quarterly training sessions for all workers	Quarterly
Number of site inspection to detect any incidents of water accumulation	Quarterly site inspection	Quarterly
Public awareness campaigns conducted	At least 2 campaigns per year	Annually

Key Performance Indicators	Target	Timeframe
Regular inspections of crossings	Inspections conducted every 3 months	Quarterly
Joint safety audits with authorities (e.g. KGM)	At least 2 audits per year	Annually
Community satisfaction with engagement	80% satisfaction rate	Annually

5. REPORTING AND MONITORING

Effective reporting and monitoring are critical components of the Severance Management Plan, ensuring that all activities are tracked, evaluated, and adjusted as necessary to meet the project's environmental and social objectives. This section outlines the procedures and responsibilities for reporting and monitoring the implementation of the plan.

Reporting

1. Regular Reports:

- **Monthly Progress Reports:** The Environmental and Social Manager of the ÇOK A.Ş. will prepare monthly progress reports detailing the implementation status of mitigation measures, community engagement activities, and any incidents or issues encountered.
- **Quarterly Compliance Reports:** EPC Contractor will report to ÇOK A.Ş. quarterly reports which will summarize all issues about construction's environmental, health and safety and social performance. These reports will also contain issues related to severance management. These reports will summarize compliance with environmental and social standards, including IFC Performance Standards, and will be submitted to relevant authorities and stakeholders.
- **Annual Impact Reports:** An annual report will be prepared to provide a comprehensive overview of the project's environmental and social performance, including the effectiveness of mitigation measures and community feedback.

2. Incident Reporting:

- **Immediate Reporting:** Any significant environmental or social incidents, such as accidents, spills, or community protests, will be reported by Site E&S chief immediately to the Environmental and Social Manager and relevant authorities.
- **Incident Investigation Reports:** Detailed reports will be prepared following any incidents, outlining the cause, response actions taken, and measures to prevent recurrence.

3. Community Feedback Reports:

- **Feedback Summary:** Community Liaison Officers will compile monthly summaries of feedback received from the community, including concerns, suggestions, and complaints as align with Stakeholder Engagement Plan.
- **Response Tracking:** These summaries will include information on how each piece of feedback was addressed and the timeframe for resolution.
- **Accessing Monitoring and Reporting Results**
 - Monthly Community Feedback Reports will be posted on notice boards in local community centers, town halls, and other public gathering places.
 - These reports will include summaries of feedback received, actions taken, and timelines for resolution.
 - A user-friendly online platform will host all monitoring reports, including:
 1. Monthly feedback summaries
 2. Response tracking logs
 3. Environmental and social monitoring updates
 - Community Liaison Officers (CLOs) will maintain physical copies of reports at their offices.
 - Community members can communicate with CLOs to review documents or ask questions.
 - Regularly scheduled meetings will include presentations of monitoring results. These sessions will allow for open discussion, clarification, and additional feedback.

- For remote or less-connected areas, CLOs will conduct outreach sessions to share key findings and gather further input.
- Summaries of key findings and updates will be shared through CLOs.

Monitoring

1. Regular Inspections:

- **Site Inspections:** The Site Environmental and Social (E&S) Chief of the EPC Contractor with the participation of CLOs and Biodiversity Expert, if necessary, will ensure conducting regular site inspections to monitor compliance with environmental and social standards. These inspections will be documented, and any issues will be addressed promptly.

2. Performance Indicators:

- **KPI Tracking:** Key Performance Indicators (KPIs) outlined in the plan will be tracked regularly to measure the effectiveness of mitigation measures and community engagement efforts.
- **Data Collection:** Data on traffic patterns, wildlife movements, community feedback, and other relevant metrics will be collected and analysed to inform decision-making.

3. Audits and Reviews:

- **Internal Audits:** Internal audits will be conducted to ensure compliance and identify areas for improvement.
- **External Reviews:** Independent external reviews may be conducted periodically to provide an objective assessment of the plan's effectiveness and to recommend any necessary adjustments.

4. Continuous Improvement:

- **Adaptive Management:** The plan will be reviewed and updated regularly based on monitoring results, community feedback, and changes in project conditions. This adaptive management approach ensures that the plan remains relevant and effective throughout the project lifecycle.
- **Stakeholder Involvement:** Continuous engagement with stakeholders, including the General Directorate of Highways, local authorities, and community representatives, will be maintained to ensure their input is considered in the monitoring and reporting processes.

6. REVIEW AND UPDATE

This Plan will be reviewed on an annual basis during the construction and any necessary revisions will be made to reflect the changing. The SEVMP will be kept up to date with any required additional mitigation throughout the Project lifecycle. The revision of this plan will be the responsibility of the E&S Manager of ÇOK A.Ş., who is expected to be the primary executor of this plan.