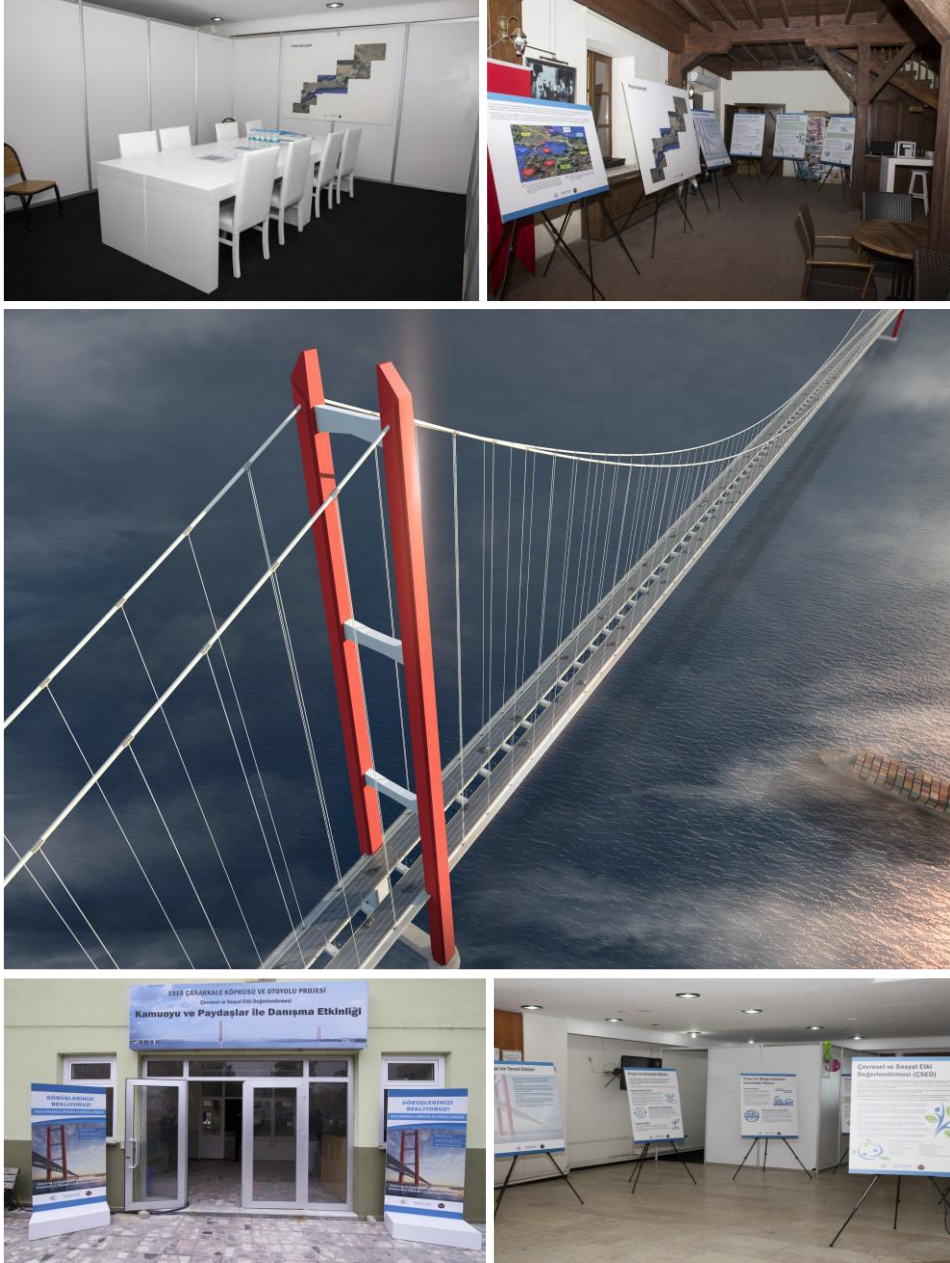




## ESIA CONSULTATION REPORT



Prepared by:

Cue Project

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## Consultation Report List of Abbreviations

SEP	Stakeholder Engagement Plan
KGM	General Directorate of Highways (Karayolları Genel Müdürlüğü)
ÇOK A.Ş.	Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş. – The Appointed Company
NTS	Non-Technical Summary
GLAC	Guide to Land Acquisition
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
NGO	Non-Governmental Organization
DSI	State Water Works (Devlet Su İşleri)
EIA	Environmental Impact Assessment
CLAP	Community-Level Assistance Programme
CLO	Community Liaison Officer
N/A	Not Applicable
Exprop	Expropriation

# 1 INTRODUCTION

## 1.1 BACKGROUND AND PURPOSE

This document is the Consultation Report for the 1915 Canakkale Bridge and Motorway Project (the Project) and presents the process of disclosing the draft Environmental and Social Impact Assessment (ESIA) and associated documents, the comments received during the 30-day disclosure period as well as how the Project has responded to these. This Consultation Report constitutes an Annex to the Stakeholder Engagement Plan (SEP) that was prepared for the Project and made publically available.

The Project is being developed by Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş. (hereafter ÇOK A.Ş.), who has been contracted by General Directorate of Highways (KGM) under the Turkish Ministry of Transport, Maritime Affairs and Communications to design, build and operate a new motorway and bridge across the Dardanelles linking the European and Asian sides of the strait.

In line with international lender requirements, the draft ESIA Report, Non-Technical Summary (NTS), SEP, Environmental and Social Management Plan (ESMP) and Guide to Land Acquisition (GLAC), ESIA Brochure, and Grievance Form were subject to public disclosure and comment for 30 days. **The public disclosure period started on 8<sup>th</sup> January 2018 and ended on 7<sup>th</sup> February 2018.**

This Consultation Report is also subject to public disclosure, and an announcement to inform the public on the disclosure was given in the one national (Hurriyet) and three local (Vitamin, Kalem and Trakya) newspapers on 8 March 2018, and once again in the one other national newspaper (Sabah) on 10 March, 2018.

Hardcopies of this Consultation Report were sent to the Muhtars of the 27 settlements located within a 1 km-wide corridor along the Project route, as well as to the municipalities of three county seats (Malkara, Gelibolu and Lapseki) and one city (Canakkale) and are available for public review in these public offices. At each review location a minimum of three copies are distributed and replenished as needed. Public posters have been placed in all Muhtar offices and municipality buildings along the Project route, and also on public and community notice boards to notify the public that this Consultation Report is available at the above locations. (Figure – Public Disclosure Posters).

This Consultation Report is also publically available (in both Turkish and English) in electronic form on the Project website ([www.1915canakkale.com](http://www.1915canakkale.com)). ÇOK A.Ş. may also make additional hard copies available upon request, by emailing at: [info@1915canakkale.com](mailto:info@1915canakkale.com), calling the Project Hotline (+90 850 281 44 88) or writing to the ÇOK A.Ş. office:

*1915 Canakkale Bridge and Motorway Project ESIA Consultation  
Yapı Kredi Plaza, B Blok, Kat 12, Daire 30, Büyükdere Caddesi,  
Levent 34330 Istanbul*

## 1.2 STRUCTURE OF THIS DOCUMENT

The remainder of this document is structured as follows:

**Section 2** (Overview of Public Consultation Planning Process) provides an overview on how the formal ESIA disclosure process was planned and announced to the public.

**Section 3** (ESIA Disclosure Roadshow) describes the consultation activities conducted during the ESIA disclosure road-show (ie series of meetings in the Project area), providing further details on each specific event (such as open-day public exhibitions and public discussion meetings), as well as questions raised by the participants and the Project Team's verbal responses in corresponding chapters of ESIA Draft Report.

**Section 4** (Overview of submissions) presents a summary and analysis of the comments submitted during public consultation. Details are provided on the number of submissions received, the topics discussed, and any specific issues raised by specific stakeholders (such as public authorities or NGOs). Additionally, an assessment of the level of community support for and opposition to the Project is provided.

**Section 5** presents a short conclusion to this Consultation Report and 6 describes next steps.

### Appendices

**Appendix A – Stakeholder Comments Register:** This is a register of all submissions by private individuals and NGOs received, and corresponding references of the responses in ESIA Draft Report chapters.

**Appendix B – Stakeholder Meetings:** Minutes of the various meetings held during the consultation road-show.

**Appendix C ESIA Disclosure Materials:** Description of the materials presented to the public during the disclosure period and road-show.

**Appendix D – Road-Show Photographs:** A compilation of photos taken during the road-show to document the meetings and related activities.

### 1.3 OVERVIEW OF ACTIVITIES

For a formal period of 30-days, the Public Consultation process for the 1915 Canakkale Bridge and Motorway Project has targeted individuals and institutions that felt impacted by the Project at all levels. In summary, the process comprised extensive field activities along the route where the disclosed draft Environmental and Social Impact Assessment (ESIA) and associated documents were shared with stakeholders.

An approximate total of 1,000, including 856 registered and more than 100 unregistered individuals attended the public disclosure events held along the route. Among the points raised orally by the Project's publics at these activities, the most salient appears to be questions about the Project's rationale including diverse probes regarding toll price, route selection and feasibility considerations. This was followed by questions about expropriation matters comprising price, valuation and method thereof, and land use criteria. The stakeholders also raised concerns about socioeconomic impacts as well as biodiversity and conservation, among diverse topics of inquiry.

The communication channels of the public consultation process have received written comments from a total of 198 individual stakeholders during the formal period. Of these, 67 persons expressed positive views. Excluding support messages, the most significant points raised by the stakeholders have been the expropriation issues, socioeconomic impacts, Project's rationale and concerns about biodiversity and conservation and land use.

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While fulfilling the international lender requirements, this public consultation exercise has served as the gate through which the Project pledged to be a responsible corporate citizen of the region. Initiated in a timely manner and managed properly by expert ESIA consultants and competent officials of KGM, it also served as the initial foundation on which the reputation of the Project's owners is being built for the years ahead.

- After the Public Consultation Period, comments and concerns of public is evaluated and reflected in Final ESIA Report which has been disclosed in March 2018. Even though majority of the comments were already addressed in the Final Draft ESIA, some of the public comments contributed to the improvement of ESIA Report during finalization (Please see Chapter 4 for more details): Temporary population increase in the region due to construction teams and its socio-economic impacts (Hospitals, schools etc.).
- Project's navigation risks, information about the Dardanelles and regulations
- Expropriation process of KGM (Timeline, criteria of valuation, orphan lands etc.)

## **2 OVERVIEW OF PUBLIC CONSULTATION PLANNING PROCESS**

### **2.1 INTRODUCTION**

The approach to the public consultation on the draft ESIA Report and associated documents is described in the SEP, which was made available as part of the suite of materials released during the consultation period together with the main ESIA Draft Report, NTS, ESMP, GLAC, and ESIA brochure). The SEP presents stakeholder interaction to date and the mechanism by which stakeholders can continue to provide comments or raise grievances about the Project throughout the future Project steps.

This section of the Consultation Report details the activities conducted to implement “Section 3 – ESIA Disclosure Plan” of the Project SEP.

ÇOK A.Ş. committed to consult Project stakeholders and incorporate relevant and meaningful comments received during the 30-day disclosure within the Final ESIA Report. The comments received during the following additional second 30 days were considered in the same manner.

Nevertheless, the SEP and the Grievance Mechanism will continue to be in place after the end of the disclosure period and throughout the Project life during construction and operation to ensure all stakeholders have an opportunity to express their views.

Details of further planned engagement are included in the SEP and will be further developed as the Project progresses.



## 2.2 TIMELINE OF PUBLIC CONSULTATION PERIOD

Table 2.1 below summarizes consultation and engagement activities, including the preparation efforts, that were held during the formal 30-day public consultation period.

*The details of the items in the timeline are explained in their respective sections.*

**Table 2.1 Consultation and engagement activities**

Tool/ Event / Activity	Date
Planning and Preparation Phase	December 2017
<ul style="list-style-type: none"> <li>Needs-assessment visits <ul style="list-style-type: none"> <li>Arranging meeting venues</li> <li>Locating points for disclosure documents</li> <li>Logistics of shuttle service</li> </ul> </li> <li>ESIA Documents <ul style="list-style-type: none"> <li>Assessing quantities</li> <li>Text and design (ESIA Brochure, GLAC, Posters, Ads, Infoboards)</li> <li>Print jobs</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>Timings concurred with Muhtars</li> </ul>	2-3 January 2018
Public Consultation Phase officially begins:	8 January
<ul style="list-style-type: none"> <li>Muhtars informed and they assist with the consultation process (availability of ESIA materials, displaying of posters etc.)</li> <li>Website containing ESIA documents (and SEP and GLAC) online</li> <li>Project telephone hotline operational</li> <li>Access Points of ESIA Documents</li> <li>Report, and a range of consultation materials at 4 town centers.</li> <li><u>Outreach</u>: Invitation letter and Project brief (NTS) sent to stakeholders Distribution of ESIA documents, placement of submission boxes and posters at 31 points completed</li> </ul>	
<ul style="list-style-type: none"> <li>Public notices in national and local newspapers</li> </ul>	8 and 10 January
1st Public Exhibition (at Malkara, on the European side)	16 January
2nd Public Exhibition (at Çanakkale city center, on the Asian side)	17 January
5 Public Discussion Meetings (at Gelibolu, Sütluçe, Lapseki, Umurbey and Bolayır)	18 – 20 January
Periodic collection of comments from submission boxes at 31 points	18 January onward
Public Consultation submission period officially ends	7 February
Provision of specific written responses to individual stakeholders	7 February onward
Additional 30-day period ends	9 March
Stakeholder engagement continues as described in the SEP, contact means available as presented in the Grievance Form	7 February onward

## 2.3 PLANNING OF ESIA DISCLOSURE PERIOD

### 2.3.1 PREPARATORY LOCATION VISITS

Three weeks prior to the start of the disclosure period, all 31 locations (i.e. the 27 villages defined to be included in the Social Area of Influence, 3 county seats and the city of Canakkale) were visited by the communication consultancy team to consider the local situation regarding (1) finding and securing the availability and permits for suitable venues to host the meetings and (2) assessing the placement and visibility of posters, the ESIA documents and submission boxes for turning in the Comment and Grievance Forms as well as discussing various coordination issues with Muhtars toward engagement of local residents in the process and their participation in the meetings.

**Table 2.2 List of settlements included in the Social Area of Influence**

N°	Chainage (km)	District	Settlement
<b>Çanakkale Province</b>			
1	194+500	Lapseki	Sındal
2	192+500	Lapseki	Umurbey
3	191+500	Lapseki	Gökköy
4	189+000	Lapseki	Kemiklialan
5	187+500	Lapseki	Suluca
6	185+000	Lapseki	Lapseki
7	180+500	Gelibolu	Sütlüce
8	179+500	Gelibolu	Bayırköy
9	178+500	Gelibolu	Cevizli
10	175+000	Gelibolu	Gelibolu
11	172+000	Gelibolu	Kavaklı
12	167+000	Gelibolu	Ocaklı
13	162+500	Gelibolu	Güneyli
14	156+000	Gelibolu	Bolayır
15	154+000	Gelibolu	Demirtepe
<b>Tekirdağ Province</b>			
16	150+000	Gelibolu	Koruköy
17	142+000	Gelibolu	Kavakköy
18	128+500	Gelibolu	Yülüce
19	127+500	Gelibolu	Çokal
20	118+500	Malkara	Elmalı
21	116+000	Malkara	Çimendere
22	113+500	Malkara	Balabancık
23	113+500	Malkara	Aksakal
24	110+500	Malkara	Ballı
25	109+000	Malkara	Kavakçeşme
26	108+000	Malkara	Alaybey
27	107+000	Malkara	Kuyucu
28	107+500	Malkara	Küçükahır
29	105+000	Malkara	Ahievren

Note: the cities of Malkara and Canakkale have not been included in the Social Area of Influence.

Some shifts in initial plans were made after taking the opinion of local farmers to avoid overlapping the meeting hours with their daily animal care schedules and other routine agricultural works. One such schedule overlap was identified in Malkara, the first leg of the meeting series. Accordingly, the open-day program was commenced an hour earlier, extending the daily program from eight to nine hours to accommodate the needs of the stakeholders.

Shuttle transportation was arranged from relevant settlements for five of the seven planned consultation events: *Annex C.8* provides maps showing the hinterlands of meeting venues and shuttle routes. Shuttle schedules were attached to the ESIA brochure, which was made available in all 31 locations – see *Annex C.7*. Project posters were also developed and included the schedule of the events as well as transportation services made available. Additionally, the transportation opportunities were also announced by Muhtars in the village coffee houses. These measures later contributed considerably to attendance rates of the meetings.

## 2.4 PRODUCTION OF DISCLOSURE MATERIALS

Preparations for the disclosure period were initiated two weeks prior to the first disclosure day in consideration of the information gathered from the preparatory visits. Details included content creation and design of all printed material, advance ad-placement reservations in local and national newspapers, update of the Project website, production of info-boards, and furnishings. The visuals of disclosure materials are presented in Appendix C.

### 2.4.1 PRINTED MATERIAL

The following printed materials were prepared in Turkish language for exhibition and (partly) for distribution to public:

- A short *ESIA brochure* describing the Project, summarizing its main impacts, outlining the ESIA process and introducing the public consultation phase and inviting the stakeholders to participate in the process.
- A concise *Guide to Land Acquisition and Compensation* (GLAC), which outlines the legal framework within which KGM carries out the expropriation process and explains to project affected persons the steps to follow concerning relations with KGM and the mechanisms put in place by the Project to minimize the impacts on local people and provides communication channels to KGM and ÇOK A.Ş.
- *Public posters* were printed with the same information and call-to-action to be distributed in public places such as village coffee houses, muhtar offices and notice boards.

Below the quantity of the ESIA material and other equipment is given.

**Table 2.3 – Disclosure material quantities**

Printed Material*	Copies or units
• ESIA brochure	5000
• GLAC	5000
• Poster	500
• ESIA Document Set	
○ Main Report	50
○ SEP	100
○ ESMP	100
○ Annexes	100
○ NTS	200 initially and 50 more subsequently
• Grievance Form	1500 initially, thereafter reproduced by photocopy as needed
• Submission boxes	40, clear plastic with lock and signage
• Signboards	6, double sided, self-standing, 220 cm height
• Info-boards	2 sets, total of 12, with 4 devoted to the Project, 5 to ESIA, 1 enlarged map of the alignment, and 2 as large visuals
• Stationary for use by attendees, e.g. A5-sized notebooks, pens and pencils	2000 each

### 2.4.2 NEWSPAPER ADS

The public advertisements were published in the daily national newspapers with highest readership in Turkey as well as along the Project route. The ads appeared on 8th January 2018 in *Hürriyet* and on 10<sup>th</sup> January 2018 in *Sabah*, and locally on 8<sup>th</sup> January 2018 at Tekirdag in *Trakya* newspaper and at Canakkale in *Vitamin* and *Kalem* newspapers, popular news outlets in their respective provinces. These public announcement type advertisements notified the public about the commencement of the consultation period, dates for public exhibitions, project website address and the various ways to provide views on the Project.

**Table 2.4 News outlets in which public notices appeared**

Newspapers Name	Coverage (Circulation, January 2018)	Date of ad placement
Hürriyet	National (312,500)	8 January 2018
Vitamin	Local Canakkale (2000)	
Kalem	Local Canakkale (2000)	
Trakya	Local Tekirdag (2000)	
Sabah	National (303,000)	10 January 2018

### 2.4.3 PROJECT WEBSITE

A dedicated public consultation section was added to the project website at [www.1915canakkale.com](http://www.1915canakkale.com), which came online on 8th January 2018. The section contained an interface page at which all ESIA and public consultation materials are accessed. Also, the CEO of ÇOK A.Ş. published a message on the homepage of the website announcing the commencement of the disclosure period and inviting everyone to provide input.

The document set is still available on the website and further documents will be added, including this Consultation Report. The website will continue to be a source of information during the construction and operation of the Project.

An update message from ÇOK A.Ş. was added to the website on July 2018, summarizing the consultation activities, thanking the participant stakeholders for their comments, the tasks ahead and encouraging further engagement.

In mid-January 2018, about one week into the disclosure period, the Lapseki and Umurbey municipalities supported the process by providing links to the Project in their community websites.

### 2.4.4 PROJECT HOTLINE

A call center was commissioned for the Project Hotline (0 850 281 44 88) to receive any calls, queries and comments from the public regarding the Project. The calls were received during working hours in weekdays and an automatic voice directed the callers to the Project website during non-office hours. All calls were individually recorded to be added to the Stakeholder Register, to be given a response if the call necessitated one.

The hotline-call center received 11 comments during the consultation period (included within the comments register in Appendix A). This hotline will remain operational for the duration of the pre-construction, construction and operation periods of the Project.

#### **2.4.5 OUTREACH TO IDENTIFIED INSTITUTIONAL STAKEHOLDERS**

On 8th January 2018, ÇOK A.Ş. wrote directly to 68 private institutional stakeholders (NGOs) listed in the SEP document. KGM also sent similar letters to the stakeholders in the public sector. The letters were accompanied by a Project Summary (NTS) document and explained the Project ESIA process and invited the recipients to comment on the Project and its impacts (*See Appendix C.4 and C.5*).

#### **2.5 ACCESS POINTS OF ESIA DOCUMENTS**

In addition to online access, the hard copies of the ESIA document set, which included the full ESIA Draft Report SEP, NTS and ESMP, supplemented by GLAC, ESIA brochure, and Comment and Grievance Form were made available at Muhtar offices/town halls of the 31 village-town locations. Situated at high foot-traffic locations at respective communities, these points were clearly marked with ESIA posters and contained comment submission boxes. Throughout the Disclosure Period, they were restocked during regular weekly visits to collect the comments.

***Table 2.5 Availability of ESIA documents***

<b>Type of document</b>	<b>Minimum stock</b>	<b>Access point</b>
ESIA Draft Report (including SEP, NTS and ESMP)	3	Four municipality buildings (Malkara, Gelibolu, Lapseki and Canakkale)
NTS	10	Four municipality buildings (Malkara, Gelibolu, Lapseki and Canakkale)
SEP	10	
GLAC	100	
ESIA Brochure	100	Muhtar offices (or coffee-houses where they serve as the sole community center) of 27 settlements
Comment and Grievance Form	150	
Submission Box	1	

### 3 ESIA DISCLOSURE ROADSHOW

#### 3.1 INTRODUCTION

During the 30-day disclosure period, a series of seven events was staged in the Project area between 16-20 January 2018:

- two open-day type exhibitions that spanned entire day and
- five two-hour long public consultation meetings.

These events were announced in advance on the website, in newspaper advertisements, through the brochures and posters, by Muhtars in respective settlements, and where possible via public loudspeakers broadcasts in town centers. Various documents about the Project were available for consultation at these public events including full suite of ESIA disclosure documents and supporting printed material.

At all events, the incoming participants were registered on a voluntary basis. Should the participant wish to provide, the full range of information included name, village name, phone number, email account, correspondence address and age.

Those persons who did not wish to divulge any information were reminded that ÇOK A.Ş. nevertheless would like to know the general whereabouts of their location (i.e. village or town) in order to assess the geographic distribution of participation. If an individual still wished to not disclose this information, no further questions were asked.

The personal information provided by stakeholders is maintained confidentially in the records of ÇOK A.Ş. This Consultation Report contains only the totals and statistics derived from the records, and the names/details of the individuals are withheld.

#### 3.2 PROJECT ROADSHOW TEAM

The Project Team that directly responded to the stakeholders' inquiries during all meetings of the roadshow, comprised:

- **KGM** officials from the Public Private Partnership Regional Directorate headquartered in Bursa: Mr. Sezgin Küçükbeğir - Deputy Regional Director, Mr. Yusuf Piri – Expropriation Chief Engineer, Mr. Bayram Balaban – Project and Environment Chief Engineer, and Hacı Kurtuluş Korkmaz Chief of Construction. They provided information on the project and expropriation processes.
- Representatives of **ÇOK A.Ş.**: Mr. Melih Mumcu - Environmental and Social Manager and Ms. Didem Ekşi - Administrative Chief. They introduced the Project and provided technical information.
- **Consultants** of **ÇOK A.Ş.**: From ERM, Mrs. Iulia Luta, and from ACE Consultancy, Prof. Cem Avcı. They provided information on ESIA, approach and results, management measures as well as international requirements.

Information on the grievance procedure, relations formed with the local communities, sensitivities to be taken into account

In addition, a communication consultancy company specialized in stakeholder engagement process (Cue Project) brought four consultants to the field as well as their technical staff and part-time personnel. They organized the events, arranged the logistics, created the content and designed visual material and updated the website, supervised the flow of the program and supported the ESIA team of ÇOK A.Ş. and ESIA consultants.

### **3.3 OPEN-DAY EXHIBITIONS**

The open-day events were held in Malkara and Canakkale from 11 am to 8 pm, as they are located on both ends (northern/southern) of the Project area.

At each venue, 12 info-boards were arranged such that general information and metrics of the Project were presented in the first five boards. This was followed by boards that emphasized the rationale of an ESIA process and Project's potential impacts on the ecology and the inhabitants. The flow continued with info-boards that explained the consultation process, the importance of the stakeholder input, and available channels of communication. The tour ended at a desk area where Comment and Grievance Forms could be filled.

Representatives of ÇOK A.Ş., ERM consultants and KGM officials (Project Team) were at the disposal of attendees to provide information and respond to inquiries. Minutes of these meetings are provided in Appendix B.

#### **3.3.1 MALKARA**

As the first leg in the meeting series, the open-day exhibition at the Malkara county seat in the province of Tekirdag was held in the wedding hall that belonged to the municipality on 16 January 2018. Malkara town center is geographically distant from the alignment while ten villages of Malkara county are situated near the alignment; the majority of attendees were from those villages. A total of 89 individuals registered.

The main concerns of the Malkara county residents were expropriation and access to fields.

#### **Ad hoc meeting with Muhtars**

Muhtars from 7 of the 10 villages near the alignment participated in the Malkara event. As there was a need to go into minute details concerning expropriation and land use, a further ad hoc meeting was arranged in the dedicated separate meeting room. The Housing Affairs Director of Malkara Municipality was also present in the meeting and helped the Project Team with her in-depth knowledge of local conditions of Malkara county.

### **3.3.2 CANAKKALE**

The open-day exhibition at the Canakkale city center was held in a municipality-owned culture center located at a very busy point, on 17 January 2018. A total of 398 individuals registered.

The main concerns raised were environmental issues, socio-economic impacts and the Project's rationale.

#### **Ad hoc meeting with an environment platform**

Representatives of the Ida Solidarity Association visited the exhibition and the Project Team convened with them in an ad hoc meeting to respond to their concerns about various aspects of the Project. The group raised mainly environmental socio-economic impact issues, and questioned the rationale of the Project, as well. Based on findings and mitigation measures in the ESIA, Melih Mumcu of ÇOK A.Ş. and Prof. Cem Avcı of ACE addressed their points.

### **3.4 PUBLIC CONSULTATION MEETINGS**

Five locations, which enabled maximum participation from the 27 settlements along the Project route, were selected as the points for the public consultation meetings. Each two-hour meeting began with an introduction of the Project by ÇOK A.Ş. representative Mr. Melih Mumcu, followed by a presentation of ESIA findings and mitigation measures by Prof. Cem Avcı and included an explanation of the land use aspect of the Project by KGM officials. These were followed by a question and answer session where the inquiries and inputs of the participants were responded by the Project Team.

At the foyers, a complete suite of ESIA documents was made available for the examination of attendees. Also, comment and Grievance forms could be submitted after the meeting.

#### **3.4.1 GELIBOLU**

The first in the series of five public consultation meetings was held at the Atatürk Culture Center at Gelibolu's town center on 19 January 2018, between 12-14 pm; 38 individuals registered. The main issues raised by the attendees were socio-economic impacts, environmental concerns and land use. Members of Ida Solidarity Association (NGO) were present. An attendee delivered by hand the response letter from the NGO Kazdağı Doğal ve Kültürel Varlıkları Koruma Derneği (Society on Protection of Kaz Mountains Natural and Cultural Assets) to the invitation letter of the Project. This letter is provided in the stakeholder register.

#### **3.4.2 SUTLUCE**

The meeting was held at the village coffee-house on 19 January 2018, between 18-20 pm; 96 individuals attended. The main issue raised was land use with emphasis on expropriation and valuation. The residents of Sütluce also voiced their concern about the location the junction in the vicinity of the village and requested a shift in the plan. These were responded by KGM officials. Chairperson of Gelibolu city council was



among the attendees and raised concerns about the Project's environmental impacts, and especially the noise levels during operation. These was addressed by Prof. Dr. Cem Avci.

### **3.4.3 LAPSEKI**

The meeting was held in the recreational facility of the Lapseki Municipality on 19 January 2018 between 12-14 pm. Due to low attendance, the Project Team decided to have a second round, which was announced by public speaker system of the municipality throughout the town center. The second round resumed between 14-16 pm; 44 individuals attended. The main issue raised were socio-economic impacts and expropriation process. Mayor of Lapseki was also present and voiced his opinion about the location of the Bridge's maintenance building, which overlaps with local urban development plans.

### **3.4.4 UMURBEY**

Located on the Asian side of the Project, Umurbey is a small, but developed municipal community, with its people engaged mainly in fruit growing. They have been exposed to expropriation processes previously by other public utility authorities and have a high awareness level about the procedure. The public consultation meeting was held in the town hall of the Umurbey municipality on 19 January 2018 between 18-20 pm; 57 individuals attended. The main issue was land use and expropriation. They voiced their concerns stemming from previous bad experiences to the Project Team.

#### **Umurbey Women's Meeting**

Prior to the main meeting, between 15-17 pm the female members of the Project Team held an exclusive consultation meeting in a classroom of handiwork course with a group of women in Umurbey, as the absence of men was seen as a facilitating factor toward their participation in the process. A total of 25 women attended the Umurbey Women's Meeting. Following the Project and ESIA presentations respectively by the representative of the ÇOK A.Ş. Ms. Didem Ekşi and the ERM consultant Ms. Iulia Luta, a discussion-type meeting ensued. The main concerns of the women were safety-related, as they were apprehensive about the prospect of an influx of Project workforce near their village. Secondly, their inquiries were focused on the fate of their lands in the aftermath of expropriation. The women also raised questions about the environmental impacts of the Project on their fruit growing activities. The Project Team responded to all the inquiries with references to relevant sections of the ESIA Draft Report.

### **3.4.5 BOLAYIR**

The meeting was held at Bolayır village's elementary school on 20 January, 2018 between 12-14 pm; 109 individuals attended. In addition to the local farmers, lawyers and the owners of summer houses in the vicinity also participated with concerns centered around expropriation, and land use. Mayor of Kavakköy, expressed his view that the current route should be shifted away from agricultural lands. Muhtar of Güneyli asked whether the ÇOK A.Ş. had plans about local residents whose livelihood

were negatively impacted due to the Project. The Project Team responded to the respective questions.

### 3.5 SUMMARY OF PARTICIPATION

The table below shows the meetings and attendees of the roadshow events. Appendix D provides a photographic account of the event.

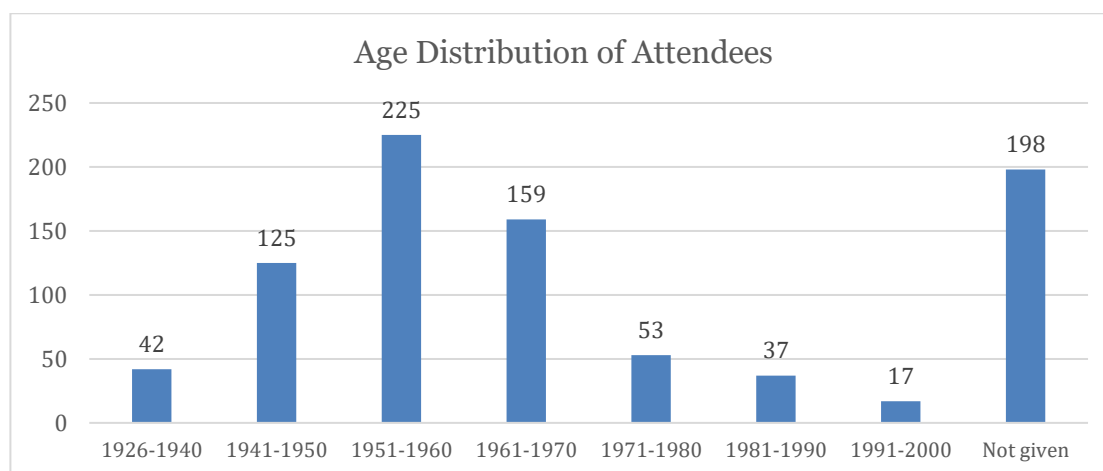
**Table 3.1 Overview of Registered Visitors**

Date	Hour	Meeting Venue	Registered Visitors
16 Jan	11.00-20.00	Malkara	89
17 Jan	11.00-20.00	Çanakkale	398
18 Jan	12.00-14.00	Gelibolu	38
	18.00-20.00	Sütlüce	96
19 Jan	12.00-16.00	Lapseki	44
	18.00-20.00	Umurbey	57
	15.00-17.00	Umurbey (Women's Meeting)	25
20 Jan	12.00-14.00	Bolayır	109
		TOTAL	856

A total of 856 individuals were registered as attending the public disclosure events. These numbers include only those visitors who agreed to register their names at the entrance. In addition, an estimated 100 people visited the events of the roadshow without contacting the register desk.

Of the 856 total attendees, 750 (88%) were male and 106 (12%) were female. The distribution of age groups/birth-years, derived from participants that provided such information, is provided in the table below. The data show that about half the responders were between 47 (born 1970) and 66 (born 1951) years old and number of older persons were more than younger persons.

**Figure 3.1. Age Distribution of Attendees**



### 3.6 MAIN TOPICS RAISED IN THE ROADSHOW EVENTS

Comments and Inquiries	Event	Reference - ESIA
The point was raised regarding the development of railway in addition to the motorway.	All events	This question appears to have been based on misconception and local rumors and dispelled by responses of KGM officials.
The tunnel alternative to the suspension bridge was suggested.	Çanakkale	Section 2.8 <i>Project Alternatives</i> of ESIA Volume II
Concern about the loss of Turkey's agricultural lands in general.	Çanakkale, Bolayır	Section 7.6 <i>Biodiversity and Conservation</i> Table 7-8 Calculation of Surfaces of each Habitat affected by the Project of ESIA Volume II
Schedule and time-frame of the commencement of the construction, and the expropriation process, and whether farmers could still cultivate and harvest their fields.	All meetings	Section 2.4 <i>Construction</i> of ESIA Volume II and the GLAC
Will the Bridge withstand strong earthquakes?	Çanakkale	Seismic Risk in Chapter 7.3 – <i>Geology and Contaminated Land</i> of ESIA Volume II
What is the calculation criteria that is used that ends up with 45 thousand vehicles?	Çanakkale, Gelibolu, Bolayır	Sections 2.6.5 – <i>Toll Collection</i> and 2.7 – <i>Project Justification</i> of ESIA Volume II
Main motorways bring along (building of) secondary roads, and this increases environmental damage. Why aren't the current roads improved and motorways are built instead?	Gelibolu	Sections 2.1.1 – <i>Project Overview</i> and 2.7 – <i>Project Justification</i> of ESIA Volume II. The Development of the Project is of the key KGM “Vision 2023” Projects.
How is the Project cost calculated?	Çanakkale, Gelibolu	Section 2.7 – <i>Project Justification</i> of ESIA Volume II gives Project cost. Not in the scope of the ESIA to describe how the Project cost was calculated.
When will the tender for the other sections of the Project going to take place?	Lapseki	Not in the scope of the ESIA. See Section 8.3.1 - <i>Approach to identifying other relevant projects in the region</i> of ESIA Volume II.
Are we going to be able to have access to ÇOK A.Ş. once we face a problem for the duration of the Project?	Umurbey	The Grievance Mechanism is presented in Chapter 4 of the Stakeholder Engagement Plan (SEP) developed for the Project (standalone document, part of the ESIA Package) and the Grievance Form is provided in Appendix 4 of the SEP.
We heard that the individuals whose lands are expropriated as part of the bridge project would not pay any toll. Is this true?	Umurbey	There will be no exception to the payment of tolls. Section 2.6.5 – <i>Toll Collection</i> of ESIA Volume II

The inquiries of the individual stakeholders that attended the 2 open-day exhibitions and the 5 public discussion meetings have been collated below according to the corresponding ESIA chapters in which the key topics are addressed. All questions were responded by the Project Team during the exhibitions and the meetings.

#### 3.6.1 PROJECT RATIONALE (Project need, technical characteristics, route, alternatives, accessibility)

General comments on the need for the Project, and routing/re-routing, alternative modes of transportation and Project schedule. Details of the technical planning such as location and characteristics of interchanges, structures and service facilities, as well as the alternatives investigated are presented under Project Design, Project Justification and Project Alternatives sections and the Project schedule under Overall Approach and Program section in Chapter 2 – The Proposed Development. Seismicity is addressed under chapter 7.3.2 Summary of Baseline Findings.

#### 3.6.2 EXPROPRIATION

The majority of the questions posed in all public meetings were related to the expropriation of land. The main concerns were the valuation of different types of land, the timing of the expropriation with regard to seasonal agricultural work-cycle, orphaned lands, the scope of legal rights and legal venues to be pursued to object to price or expropriation itself, concerns about the significance of the private agricultural land to support the livelihood of project affected persons.

All expropriation-related issues raised at the meetings were responded to by the KGM officials according to Turkish Expropriation Law, and within The Land Acquisition Compensation and Resettlement (LACR) Policy Framework, which outlines mitigation measures to address the impacts of both economic and physical displacement according to international standards, as a separate standalone document of the ESIA Report. This framework is summarized in the GLAC brochure.

A number of parcel-specific questions were also asked. However, the Turkish law forbids divulging any information to persons other than the lawful owners of land. Therefore, in response to such inquiries, the KGM officials advised visiting the KGM expropriation offices located in Gelibolu and Lapseki with title deeds and identity cards.

Comments and Inquiries	Event	Reference – ESIA & GLAC
If land plots are divided during expropriation, what will be the procedure? What will be done if the divided lands become dysfunctional?	Malkara, Sütlüce, Umurbey, Bolayır	<p>Section 7.11.3 of ESIA Volume II, Table 7-27 and GLAC</p> <p>The term “Orphan Land” refers to (usually small) portions of properties that are not to be expropriated because they are not located within the Project corridor, but become uneconomic because (i) other, larger parts of the same plot are being expropriated, (ii) an adjacent plot, with which it was aggregated, is being expropriated, or (iii) by permanent severance associated to the Project. If the remaining part of the expropriated asset loses its value, this loss is also evaluated and added to the value of the expropriated part. However, if this remaining part becomes completely unusable due to expropriation, the owner applies to KGM within 30 days following the notification of “expropriation decision”, and KGM has to expropriate the remaining part as well.</p>
What should the people who do not want to sell their land do?	All meetings	<p>GLAC</p> <p>The relevant Turkish Law for this Project is the Expropriation Law (No. 2942, amended in 2001 by No. 4650), which specifies the monetary compensation for the loss of land and immovable assets. The affected persons are free to choose how they will re-invest the compensation payments, e.g. if/where they wish to acquire new property or resettle and build or buy their new housing.</p>
The muhtar of Bayırköy asked the criteria used in the valuation during expropriation. He stated that average valuations for agricultural lands in his region were between 20,000 and 40,000 liras as far as he knew. Also, he said that around one decare of land yielded 300 cases of produce, and that this corresponded to 4,000. - TL of profit per decare after all expenses were deducted. He inquired whether, this type of calculation was taken into consideration.	Gelibolu	<p>GLAC</p> <p>KGM notifies identified property owners by official registered letter of their intention to acquire the property. Valuation Commission determines the value of the property.</p> <p>Criteria to be considered to evaluate the property can be listed as; the type and quality of the property, the surface area, all property components (incl. vegetation, structures, water sources etc.), the tax position and the net revenue to be obtained from the property or the water resources on the land. Structures and vegetation, as components of land, also have considerable impact on property value.</p> <p>A Negotiation Commission negotiates the amount of compensation with the owner(s) and finalizes acquisition. The agreed negotiated price cannot normally exceed the valuation amount. After the transfer, the owner has no right of appeal against the expropriation or the agreed compensation.</p> <p>If the property owner and the Negotiation Commission cannot agree on the expropriation value, the authority applies to the local civil court of the first instance for determining said value. If still no agreement reached, a board of court experts will do an on-site survey of the property. If the involved parties still do not agree on the value at the next hearing, the judge will set a fair expropriation value based on reports by the valuation experts.</p>
Is a new housing development plan by the municipality under way?	Sütlüce, Bolayır	Response provided by KGM. It is stated that this is a different subject and should be consulted with Municipality and Ministry of Environment and Urbanization.
Does the expropriation process take into account the previous 1/100,000 scale urban development plan?	Lapseki, Bolayır	Response provided by KGM. It is stated that expropriation process is implemented, and relevant city plans are taken into account.

800 sqm is all that is left to us from 10 decares of our land. What should we do?	Sütlüce	<p>Section 7.11.3 of ESIA Volume II, Table 7-27 and GLAC</p> <p>If only parts of a plot are expropriated, the land owner can apply for expropriation of the whole plot, if the remaining part is no longer valuable. This may be the case e.g., if only a small strip remains that is no feasible for further use, or access to the remaining part is now difficult. Further, KGM will bear all costs in cases where the expropriation value is determined by court.</p> <p>The agreed price is made ready by KGM within 45 days and by assignation of the land to KGM in title deeds registry office, it is transferred to the owner's bank account.</p>
22 decares of our land will be expropriated. How are we going to be compensated? How much is the price of expropriation?	Umurbey	<p>GLAC</p> <p>Section 7.11.3 of ESIA Volume II, Table 7-27 and GLAC</p> <p>The term “Orphan Land” refers to (usually small) portions of properties that are not to be expropriated because they are not located within the Project corridor, but become uneconomic because (i) other, larger parts of the same plot are being expropriated, (ii) an adjacent plot, with which it was aggregated, is being expropriated, or (iii) by permanent severance associated to the Project. If the remaining part of the expropriated asset loses its value, this loss is also evaluated and added to the value of the expropriated part. However, if this remaining part becomes completely unusable due to expropriation, the owner applies to KGM within 30 days following the notification of “expropriation decision”, and KGM has to expropriate the remaining part as well.</p>
If the alignment passes through the middle section of our land (Orphaned Land), how will the expropriation process work?	Malkara, Sütlüce, Umurbey, Bolayır	<p>Section 7.11.3 of ESIA Volume II, Table 7-27 and GLAC</p> <p>The term “Orphan Land” refers to (usually small) portions of properties that are not to be expropriated because they are not located within the Project corridor, but become uneconomic because (i) other, larger parts of the same plot are being expropriated, (ii) an adjacent plot, with which it was aggregated, is being expropriated, or (iii) by permanent severance associated to the Project. If the remaining part of the expropriated asset loses its value, this loss is also evaluated and added to the value of the expropriated part. However, if this remaining part becomes completely unusable due to expropriation, the owner applies to KGM within 30 days following the notification of “expropriation decision”, and KGM has to expropriate the remaining part as well.</p>
There are still people who could not receive their money from expropriation processes of previous projects dating from 1980s.	Sütlüce	Response by KGM. It is stated that it is being handled by the local regional directorate of KGM. It is a separate process and there is bureaucratic problems for such cases and should be discussed with these directorates.
What will be the situation with the fields currently under cultivation?	Malkara, Sütlüce	<p>GLAC</p> <p>KGM responded; if the field is under cultivation as the time of expropriation, valuation covers the price of the crops</p>
We have currently sown wheat as of 2017. We will harvest it in April or May 2018. After the wheat harvest, we will plant sunflowers in early summer and harvest it in August and September 2018. Are we going to be able to go on with our plans to plant sunflowers?	Malkara	<p>Not relevant for the ESIA. Response by KGM</p> <p>KGM responded; the expropriation timing is not certain yet. But if the field is under cultivation as the time of expropriation, valuation covers the price of the crops</p>
Who are included in the expropriation committee?	Lapseki, Bolayır	<p>Response by KGM.</p> <p>It is stated that an expert team established within KGM. Team has different experts such as agricultural engineers, civil engineers, survey engineers depending on the nature of the region.</p>
When will the value appraisal commission begin to work?	Bolayır	<p>.</p> <p>KGM stated that the commission has been working since 2016. And it is still ongoing.</p>

Designated prices do not satisfy the land owners.	All meetings	<p>GLAC</p> <p>The valuation will be performed in accordance with the principles set down in Article 11 of the Turkish Expropriation Law.</p> <p>The value of Residential Buildings is based on the “Average Unit Costs of Buildings used for Calculation of Costs for Architecture and Engineering Works” annually published and updated by the Ministry of Environment and Urbanisation. The value of Trees is based on the lifetime yield of the tree, whereas the value of Crops is based on the annual yield. The value of Agricultural Land is based on the net income approach and includes all on-land physical assets. KGM compares also other local land market prices in setting its valuation.</p> <p>The valuation process is based on many factors, not only the size. Therefore, the compensation amounts for similar-sized plots can be different, e.g. due to the soil quality or types of crops being grown.</p>
How is the price calculated in the expropriation process?	All meetings	<p>GLAC</p> <p>The valuation will be performed in accordance with the principles set down in Article 11 of the Turkish Expropriation Law.</p> <p>The value of Residential Buildings is based on the “Average Unit Costs of Buildings used for Calculation of Costs for Architecture and Engineering Works” annually published and updated by the Ministry of Environment and Urbanisation. The value of Trees is based on the lifetime yield of the tree, whereas the value of Crops is based on the annual yield. The value of Agricultural Land is based on the net income approach and includes all on-land physical assets. KGM compares also other local land market prices in setting its valuation.</p> <p>The valuation process is based on many factors, not only the size. Therefore, the compensation amounts for similar-sized plots can be different, e.g. due to the soil quality or types of crops being grown.</p>
What will be the criteria of pricing in the expropriation process?	All meetings	<p>Not relevant for the ESIA. Response by KGM</p> <p>The valuation will be performed in accordance with the principles set down in Article 11 of the Turkish Expropriation Law.</p> <p>The value of Residential Buildings is based on the “Average Unit Costs of Buildings used for Calculation of Costs for Architecture and Engineering Works” annually published and updated by the Ministry of Environment and Urbanisation. The value of Trees is based on the lifetime yield of the tree, whereas the value of Crops is based on the annual yield. The value of Agricultural Land is based on the net income approach and includes all on-land physical assets. KGM compares also other local land market prices in setting its valuation.</p> <p>The valuation process is based on many factors, not only the size. Therefore, the compensation amounts for similar-sized plots can be different, e.g. due to the soil quality or types of crops being grown</p>
<p>Is there going to be an emergency fast-track) expropriation?</p> <p>In Lapseki, there was a decision for emergency (fast-track) expropriation. Is this going to be the way to proceed here in Bolayır as well?</p>	Sütlüce, Lapseki, Umurbey, Bolayır	<p>Not relevant for the ESIA.</p> <p>KGM responded that it is going to be decided according to construction needs. But as of now there are no plans for another emergency expropriation.</p>
What will happen to our wells and underground water sources near the alignment? Some of our wells are located directly under the alignment. Will they be included in the price?	Malkara	<p>Section 7.4 <i>Water Environment Terrestrial</i> of ESIA Volume II, Table 7-4 <i>Significant Construction Terrestrial Water Environment Impacts and Mitigation</i></p> <p>Licensed wells will be compensated.</p>
When will the muhtars receive the list of parcels under expropriation?	Malkara	Not relevant for the ESIA. KGM responded the studies were about to finished and the list will be shared with muhtars asap.
Thyme, cummins and onion farming is important for this location. Therefore, expropriation should not consider some plots as “dry land” and undervalue them. These products (that grow on dry land) must also be taken into consideration.	Bolayır	<p>GLAC</p> <p>KGM explained the valuation will be performed in accordance with the principles set down in Article 11 of the Turkish Expropriation Law. Valuation Commission determines the value of the property.</p>

		Criteria to be considered to evaluate the property can be listed as; the type and quality of the property, the surface area, all property components (incl. vegetation, structures, water sources etc.), the tax position and the net revenue to be obtained from the property or the water resources on the land. Structures and vegetation, as components of land, also have considerable impact on property value.
Are value increase rates fixed yet?	Lapseki, Bolayır	Not relevant for the ESIA. It is stated that nothing is fixed yet including the needed lands. Once all information is fixed, information will be provided to community.
During the expropriation talks (at KGM), we were faced with bad treatment and improper language	Lapseki	KGM stated that they are very sorry to hear this inconvenience, this will be investigated and actions will be taken for not to happen again.
The owner of the apart hotel at Bolayır's entrance said: "I have a plot of land with a hotel on it. Regarding the criteria of expropriation, how will the remainder of the immovables on my plot be expropriated?"	Bolayır	KGM invited the respective person to expropriation offices at Lapseki.
Mayor of Kavakköy; the land prices have increased a lot, and in this situation is there going to be a loss when plots of land that were purchased expensively are expropriated?	Bolayır	<p>GLAC</p> <p>KGM explained the valuation will be performed in accordance with the principles set down in Article 11 of the Turkish Expropriation Law. Valuation Commission determines the value of the property.</p> <p>Criteria to be considered to evaluate the property can be listed as; the type and quality of the property, the surface area, all property components (incl. vegetation, structures, water sources etc.), the tax position and the net revenue to be obtained from the property or the water resources on the land. Structures and vegetation, as components of land, also have considerable impact on property value.</p>
When will the Project alignment and the parcels subject to expropriation be notified to the muhtars?	Bolayır	<p>Not relevant for the ESIA.</p> <p>KGM responded the studies were about to finished and the list will be shared with muhtars asap.</p>
Muhtar of Güneyli stated that during expropriation the local people were squeezed between the lawyers and the public authority and did not know who to trust.	Bolayır	<p>Not relevant for the ESIA.</p> <p>KGM underlined that their statements are within the frame of the related law. All citizens have free will to act as they prefer.</p>
Statements about lawyers interfering in the expropriation process and confusing the villagers with regard to valuation.	Bolayır	<p>Not relevant for the ESIA.</p> <p>KGM underlined that their statements are within the frame of the related law. All citizens have free will to act as they prefer.</p>
Asked by individual lawyers that attended the Bolayır meeting; a group of summer resort houses will suffer damage and loss. Consequently, the facilities of the resorts by the seashore will become unusable. What will be done to redress this inconvenience?	Bolayır	<p>Section 7.10 <i>Socio-economic assessment</i> of the ESIA Volume II</p> <p>KGM stated that the design alternatives are being assessed to minimize the impact to these summer houses. Several options are being considered. But if the impact is inevitable, expropriation will be done in accordance with Law.</p>

### 3.6.3 CONSTRUCTION

The Project Team responded to construction related questions mainly with reference to ESIA's Section 2.4.5 – Motorway Construction, Section 2.4.6 – Temporary Construction Areas, 2.4.7

Comments and Inquiries	Event	Reference - ESIA
Subcontractors are doing soil surveys. They enter the fields without permission in an untimely manner.  We have had previously negative experiences with the companies that came (to our fields) for soil survey. We request that precautions are taken this time.	Malkara, Sütlüce, Umurbey, Bolayır	Table 7-27 <i>Significant Construction and Operation Land Use and Property Impacts and Mitigation</i> , Point 1 (regarding trespassing issues during soil survey)
How does the Project decide about quarries and borrow pits?	Malkara, Çanakkale	Section 2.4.6 – Temporary Construction Areas, 2.6 Associated Facilities - Quarries and Borrow Pits 2.4.7 – <i>Resource Requirements, Soil Disposal and Waste</i> (regarding quarries and borrow pits),
How will our animals pass to the other side of the road construction? Where are the underpasses located?	Malkara	Table 7-27 <i>Significant Construction and Operation Land Use and Property Impacts and Mitigation</i> , Point 4 (regarding ecological bridges)
We request additional underpasses for our Küçükhdır village.	Malkara	Project Design in Chapter 2, Section 2.3.1.4 Underpasses and Table 7.25 Significant Construction and Operation Land Use and Property Impacts and Mitigation, Point 2 and 3 (regarding underpasses to access agricultural lands)
State Water Works (DSI) is currently developing an irrigation pond and related canals. Will KGM work together with DSI (as their joint work may exacerbate the damage) here?	Malkara	Section 7.4.2 Summary of baseline findings under Chapter 7.4 Water Environment Terrestrial
A human resources specialist from the public employment office visiting the Canakkale exhibition, stated that all personnel including the subcontractors hired for the Project must be notified to the employment office within five days, and that a certain quota for the disabled must be filled.	Çanakkale	Section 7.12.2 Labour and working conditions (regarding the employment procedure)
How many workers will be residing in the construction site?	Umurbey, Bolayır	Section 2.4.9 Construction Employment
What will be the total number of workers?	Çanakkale, Lapseki, Umurbey	Section 2.4.9 Construction Employment
When the Project personnel, who are strangers to the village arrive, how will you keep the health of the local people under control? Will the Project workforce be vaccinated?	Umurbey	Chapter 2 Section 2.7 Project Justification
Would only the strangers come and work for this bridge. Or is there a possibility for the employment of local people?	Umurbey	Section 7.12.2 Labour and working conditions, Table 7.26
Will there be a program for the harmony of workers in the construction site with the people of the villages?	Çanakkale, Gelibolu, Sütlüce, Lapseki, Umurbey	Section 7.12.2 Labour and working conditions, Table 7.26

– Resource Requirements, Soil Disposal and Waste (regarding quarries and borrow pits), Table 7.23 Significant Construction Socio-Economic Impacts and Mitigation (regarding crossing of animals during construction) and Table 7.28 Significant Construction Community Health and Safety Impacts and Mitigation – Point 5.

In addition, questions about Labour and Working Conditions during the construction period are also addressed under this heading.



### 3.6.4 PROJECT ROUTE

Comments and Inquiries	Event	Reference - ESIA
Requests about the interchange design and their relocation, whether there could be shifts on the existing interchanges. Mayor of Lapseki who attended the meeting discussed the possibility of maintenance building's relocation on the Asian side.	Sütlüce, Bolayır, Lapseki	Chapter 2 – The Proposed Development. Section 2.3.1 - Project Design – Overall Motorway Alignment of ESIA Volume II
Current interchange design is situated next to the Münipbey Creek. We demand that it is shifted approximately 2 km in the direction of Gelibolu.	(Sütlüce)	Section 7.4 – Terrestrial water environment of ESIA Volume II
Are there plans to build a road from Edirne to Bolayır?	(Bolayır)	Not relevant for the ESIA.
Is the location of the toll plazas finalized?	(Lapseki)	Section 2.6.5 – Toll Collection of ESIA Volume II
Muhtar of Suluca: Land survey was implemented in the Bursa-Çanakkale section. Does that imply a change in the route?	(Umurbey)	Not relevant for the ESIA.
How many interchanges will there be on the Anatolian side?	(Lapseki, Umurbey)	Section 2.3 of ESIA Volume II
Can anything done about the route so as to avoid the houses?	(Bolayır)	Sections 7.11.2, 7.11.3 of ESIA Volume II
Can we obtain the documents that demonstrate why the alternative routes for the connecting roads were not chosen?	(Bolayır)	Section 2.8 Project Alternatives of ESIA Volume II
Are the current interchanges not conforming to the standards?	(Bolayır)	Not relevant for the ESIA.
Can the “Bolayır Evreşe 2 Interchange” be shifted in the direction of Gelibolu to a location after the underpass?	(Bolayır)	Section 2.8 Project Alternatives of ESIA Volume II
Mayor of Kavakköy stated that the route was chosen erroneously and that it would have a lesser impact on the region if it were shifted to the east.	(Bolayır)	Section 2.8 Project Alternatives of ESIA Volume II

### 3.6.5 SOCIO – ECONOMIC IMPACTS

Comments and Inquiries	Event	Reference - ESIA
Will the motorway bring along immigration?	(All meetings)	Section 2.4.10 <i>Construction Employment</i> of the ESIA Volume II
The workers of the Project will have an important share in the population of Lapseki. Especially the schools may have difficulty accommodating the children of the Project's workforce. What do you plan to do about this?	(Lapseki)	Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> and Section 7.13.3 <i>Summary of Significant Impacts for Community Health and Safety</i> of the ESIA Volume II
Regarding the population pressure by the Project workforce moving into the region on education and healthcare, what sort of precautions are taken, and investments are made in the region to relieve the impact on local populations?	(Lapseki)	Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> and Section 7.13.3 <i>Summary of Significant Impacts for Community Health and Safety</i> of the ESIA Volume II
The Project will dry out the livelihood sources of this village. It will force us to emmigrate.	(Sütlüce)	Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> and Section 7.13.3 <i>Summary of Significant Impacts for 7.11 Displacement of existing land, use, property and people</i> of the ESIA Volume II
Within the last one year, many construction contractors began to operate in the village. And henceforth, many construction workers will begin to work here. Even their existence here as strangers has caused much distress. You say that you will provide training to your workforce (regarding relations with locals), but we as women and children are afraid. They will leave when the Project is completed, won't they? In previous project, workers who are unrelated with the Project tried to settle here. They had caused much disturbance. We do not want a repetition of the same disturbance.	(Umurbey)	Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> and Section 7.13.3 <i>Summary of Significant Impacts for Community Health and Safety</i> of the ESIA Volume II
Mayor of Kavakköy, stated that tourism will be negatively impacted. He said the housing development plans on the shore areas were maintained but the area covered in the plans were reduced in areas of higher elevation.	(Bolayır)	Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> of the ESIA Volume II
Even after the bridge and motorway's impacts on the environment are minimized, it will cause urbanization. That is why the local population of Canakkale has concerns about the Project.	(Çanakkale, Gelibolu, Lapseki, Umurbey)	Table 7-26 in Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> of the ESIA Volume II
What will happen to the ferry operators and their employees as they risk loss of business after the bridge?	(Çanakkale, Gelibolu, Lapseki)	Table 7-26 in Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> of the ESIA Volume II
The ferry systems have been contributing to the economic activity of Canakkale and Eceabat as well as Gelibolu and Lapseki. In these town centers, the shopkeepers and all local businesses, who make a living by catering to the ferry riders will lose business.	Çanakkale, Gelibolu, Lapseki	Table 7-26 in Section 7.10.3 <i>Summary of Significant Socio-economic Impacts</i> of the ESIA Volume II
Concerns about general negative impact on the environment.	(Çanakkale, Gelibolu, Lapseki)	Section 7 of the ESIA Volume II

3.6.6 ENVIRONMENT

Comments and Inquiries	Event	Reference - ESIA
A member of Ida Solidarity Platform (idadayanisma.org) said this was the first time they witnessed an ESIA process (as opposed to EIA), and that it was important for them that ÇOK A.Ş. committed itself to international standards such as the Equator Principles.	(Gelibolu)	Section 1.2 <i>Purpose of ESIA Report</i> of ESIA Volume II
Nihat Demirci, the Chairperson of Gelibolu City Council, emphasized the noise and related environmental impacts.	(Gelibolu)	Section 7 of the ESIA Volume II, Section 7.8 deals with <i>Noise and Vibration impacts</i>
What sort of programs will you have regarding farmers and wildlife?	(Çanakkale, Gelibolu, Bolayır)	GLAC – Section <i>Support to Local Communities</i> . The Appointed Company is planning to provide a programme of support to the villages located within the Project area; this will be called the Community-Level Assistance Programme (CLAP). The CLAP is still under development and will be planned with input from KGM, the village Muhtars and independent experts. The intention will be to provide a range of measures, such as training programmes, job coaching, etc to help persons affected by the Project and all other villagers to improve their living situation and livelihoods.
Comment about detrimental impact of decrease of agricultural lands nationwide.	(All meetings)	Section 7.11 <i>Displacement of existing land, use, property and people</i> of the ESIA Volume II
Are we going to be exposed to noise during the construction and operation? What will you do about it?	(Malkara, Çanakkale, Umurbey)	Section 7.8 <i>Noise and Vibration impacts</i> of the ESIA Volume II
Where will the excavated soil be dumped?	(Malkara)	Section 2.4 <i>Construction</i> and Table 7-1 <i>Significant Construction Resources and Waste Impacts and Mitigation</i> of the ESIA Volume II
How will the Project impact our fruit orchards? We are fruit growers. What will happen to our gardens and orchards? The Project does not pass through my garden. Nonetheless, how will my garden be impacted as a result of the environmental pollution. I have no other means of livelihood. How will you compensate me in that respect?	(Umurbey)	Section 7 of the ESIA, particularly Sections 7.7 (Air and Climate) and 7.8 (Noise and Vibration) of the ESIA Volume II
As the Project is the middle section of the larger Kınalı-Savaştepe motorway project, concerns were raised about its indirect impact on the Kaz Dağları	(Çanakkale, Gelibolu)	Section 8 <i>Cumulative Impacts</i> of the ESIA Volume II

## 4 PUBLIC COMMENTS AND ESIA FINALIZATION PROCESS

During the Public Consultation Period, a detailed evaluation process started. All comments and concerns coming through Project communication channels (Project Website, Project Hotline, ESIA Roadshow Meetings, responses to Stakeholder Invitation Letters etc.) is collected and evaluated by ESIA Team, ÇOK A.Ş. and KGM. It is determined that all these comments were already addressed in the Final Draft ESIA which was disclosed before Public Consultation for the comments. But some of the comments were contributed during the finalization of the ESIA generally in terms of detailing the section, highlighting the valuable information for public. You can find these as below:

- The most popular subject during the ESIA Roadshow and in all comments was the expropriation which will be conducted by KGM. Lots of queries had been asked to KGM regarding the details of the expropriation process (Expropriation border width, process in orphan lands etc.) and KGM responded that queries in a transparent manner. Final Draft ESIA Report was also covering the subject. During the ESIA finalization process, these details are also included in the Final ESIA Report with highlighting the questioned parts of the report.
- Another interesting subject was the socio-impact of the Project. Majority of the comments on this aspect was related with the level and type of income changes which was already covered in Final Draft ESIA. But there were a few comments regarding the temporary population increase and capacity of public facilities such as hospital and school. These comments were well noted and Final ESIA Report and Stakeholder Engagement Plan is strengthened in terms of regular communication with relevant authorities such as Ministry of Education and Ministry of Health. The capacity increase of such public facilities was also added in Community Level Assistance Programme in accordance with these comments.
- One of the comment was related with the construction and operation phase navigational risks of the Project. The stakeholder was a pilot vessel captain and reviewed the relevant chapter of Final Draft ESIA Report commented regarding the latest regulations and best practices. Relevant ESIA Experts were reviewed these comments and changed the relevant sections in Final ESIA Report. Pilot Captain Association is also determined as Project Stakeholder in revised Stakeholder Engagement Plan.
- During the Public Consultation Period, it is noticed that a lot of old and wrong information is spread within the region. Bridge alignment, availability of train use of the bridge. Route alternatives, Project scope, start and end points are mostly known differently. The main reason of this confusion within the community was the long history and several old concepts and speculation as a consequence of expropriation process. The relevant project information is highlighted in Final ESIA. Also 2 Community Liaison Officers (CLOs) are determined in Environmental and Social Management Plan (ESMP) to share the project information with public more frequently.

## 5 OVERVIEW OF SUBMISSIONS

### 5.1 INTRODUCTION

This section presents an overview of the submissions received during the disclosure period. The main topics and issues raised were identified and detailed.

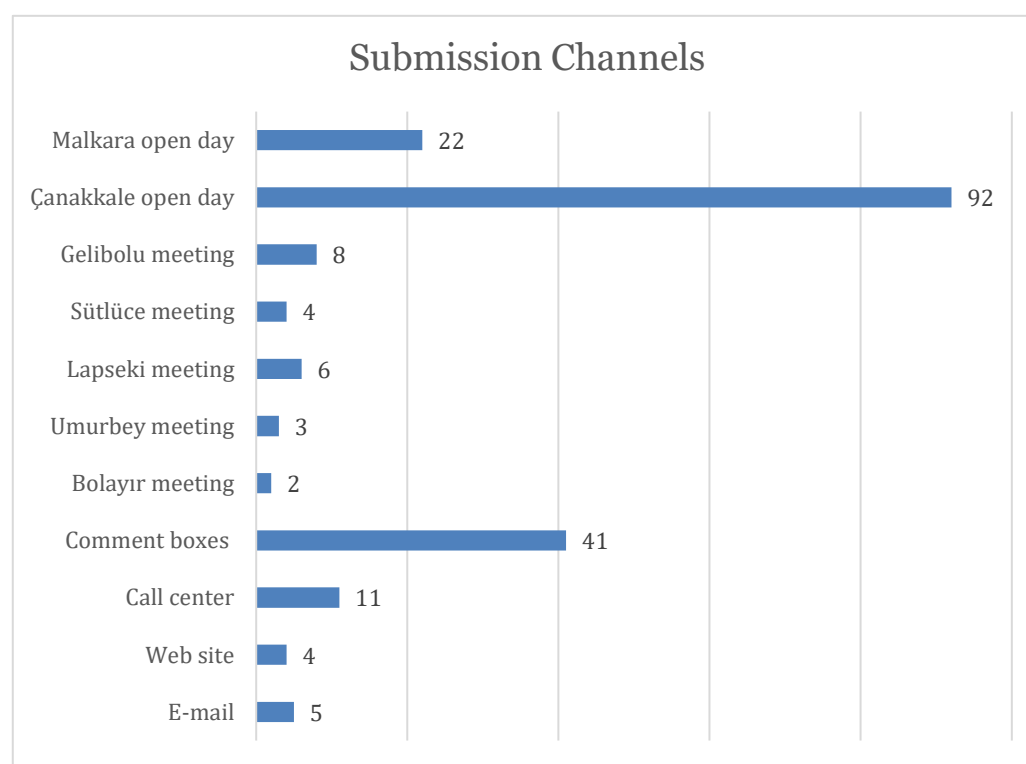
An itemization of issues raised by individuals are provided in Section 5.2. and listed in Appendix A.1. Comments from organizations are listed in Annex A.2.

### 5.2 ANALYSIS OF THE PUBLIC SUBMISSIONS

#### 5.2.1 CHANNEL DISTRIBUTION

Throughout disclosure period, comments from a total of 198 individual stakeholders were received via the Project hotline, website and e-mail address, the Comment and Grievance Forms filled out during the roadshow, and submission boxes placed at 31 points. The breakdown of the submissions according to channels of communication is presented in Figure 5.1.

**Figure 5.1. Submission Channels**



It can be seen that the majority of the submissions were received during the roadshow events. The submission boxes at the settlements were the next most popular channel of submission. These are followed by comments submitted to the hotline, e-mail and web site, sequentially.

**Figure 5.2. Submissions via Comment Boxes at the Settlements**

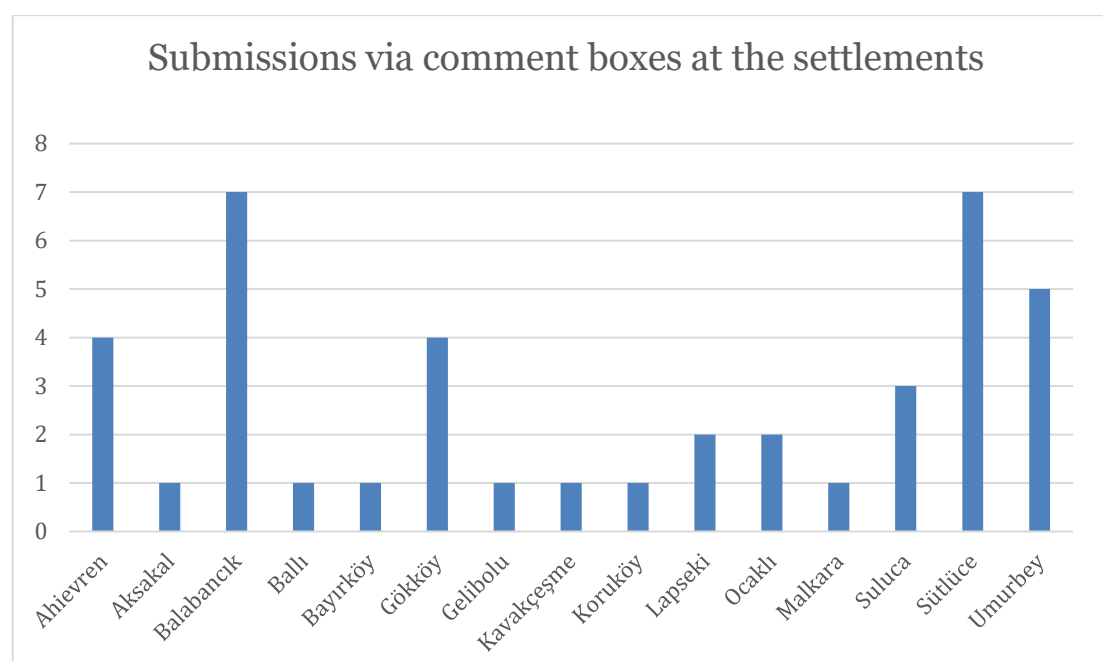


Figure 5.2 shows the distribution of a total of 41 comments, submitted to the comment and grievance boxes at the 15 of the 31 settlements throughout the disclosure period.

5.2.2 MAIN TOPICS OF INTEREST

Analysis of 198 comments identified 21 broad topics and these are presented in *Table 5.1*

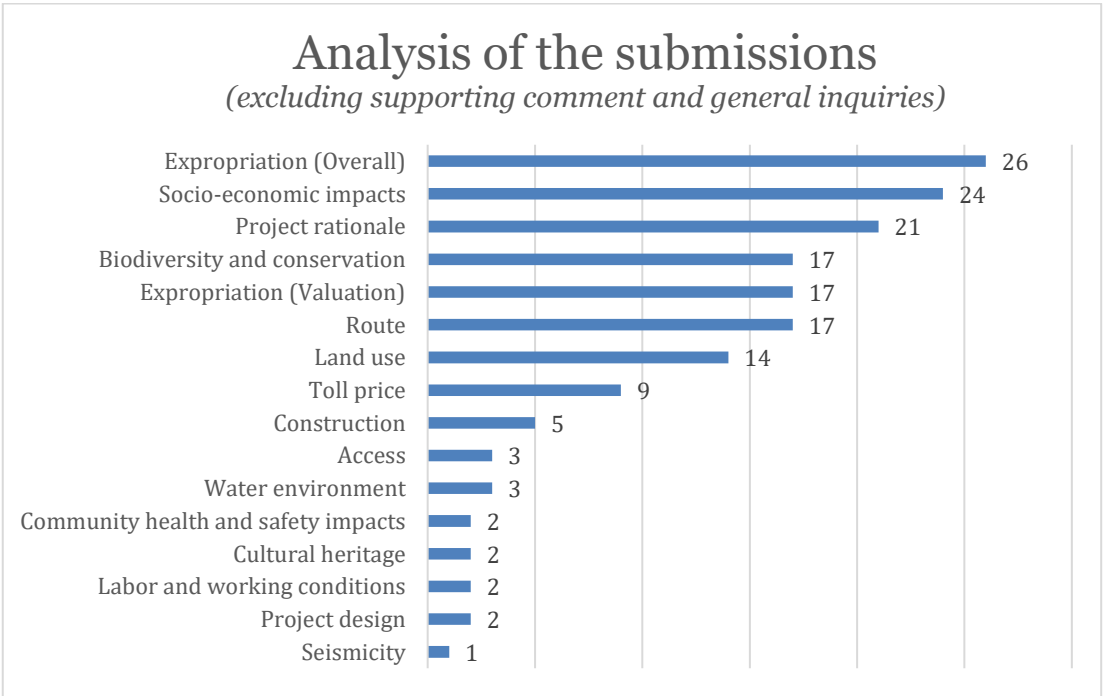
It will be noted that the total by topic sums to more than 255 because several submissions raised more than one topic. Of the 255 submissions, 67 presented the support for the Project, 43 commented on expropriation issues including valuation inquiries. The next main topic is socio-economic impacts followed by comments on so-called Project rationale, which covers diverse topics such as the need for the Project, technical characteristics, route, alternative modes of transport, accessibility, etc. It should be noted that stakeholders expressing support the Project sometimes also raised concerns or questions in their comments.

Table 5.1 Distribution of the Subjects

Subject of the submission	Unit	Percentage
Support	67	26,27 %
Expropriation (Overall)	26	10,20 %
Socio-economic impacts	24	9,41 %
Project rationale	21	8,24 %
Route	17	6,67 %
Expropriation (Valuation)	17	6,67 %
Biodiversity and conservation	17	6,67 %
Land use	14	5,49 %
Toll price	9	3,53 %
Disapproving the Project	7	2,75 %
Ideas and suggestions	6	2,35 %
Public disclosure process	5	1,96 %
Job inquiry	5	1,96 %
Construction	5	1,96 %
Water environment	3	1,18 %
Access	3	1,18 %
Project design	2	0,78 %
Labor and working conditions	2	0,78 %
Cultural heritage	2	0,78 %
Community health and safety impacts	2	0,78 %
Seismicity	1	0,39 %
Total	255	100 %

Excluding the positive comments, general inquiries (answered by referring the people to the project description), and job enquiries, the main issues were listed in the below Figure 5.3.

Figure 5.3 Analysis of the Submissions



Percentage distribution of five topics, focused on the impacts of the Project are:

- Expropriation 26,1 %
- Socio-economic impacts 14,5 %
- Project rationale 12,7 %
- Route 10,3 %
- Biodiversity and conservation 10,3 %

**5.2.3 LEVEL OF COMMUNITY SUPPORT**

Of the 198 individual stakeholders, 67 (that is 26% of submissions) expressed positive and supportive views about the Project. It is important to note that some of these also expressed concerns about particular issues which they considered required attention, but nevertheless this is considered to represent a reasonable indication of community support for the Project.

## 6 CONCLUSION AND NEXT STEPS

Approximately 1,000 people from different categories of community members (elderly, farmers, women, youth) and authorities and NGOs were able to access information about the Project and to provide their opinions and concerns. Participants were able to understand how the expropriation process was going to be conducted and what type of impacts had been identified and assessed in relation to the Project. Consultation activities were meaningful, they were carried out in local language, using language accessible to the participants and providing the opportunity for questions and comments. They were also able to understand how they will be able to provide further comments and questions to the Project Company as the Project progresses into the following stages.

Most of the comments and questions received in relation to the ESIA Report had already been covered during the project description and impact assessment chapters – see Annex A to this Report. Another significant share of comments and questions received were referring to the land expropriation process and these were responses by the KGM representatives attending the meetings.

This Consultation Report is also subject to public disclosure through publication on the Project website and placement of hardcopies in the villages affected by the Project as well as the municipalities of three county seats (Malkara, Gelibolu and Lapseki) and one city (Canakkale).

Going forward, ÇOK A.Ş. and its team of Community Liaison Officers (CLO) will be responsible for continued public engagement. Local community members as well as any other stakeholder will be able to provide their grievances through the following means:

- Grievance Forms to be submitted via the Muhtars, by mail (*Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30, Büyükdere Caddesi, Levent, 34330 İstanbul*) or by email to [info@1915canakkale.com](mailto:info@1915canakkale.com) or through personal handover to the Disclosure Team during the public consultation meetings;
- calling the Project Hotline at 0850 281 44 88;
- sending written grievances to the ÇOK A.Ş. office postal address: *Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30, Büyükdere Caddesi, Levent, 34330 İstanbul*;
- submitting a grievance in person to the ÇOK A.Ş. Community Liaison Officers (CLOs) or to Muhtars if a stakeholder is not able to or comfortable submitting a grievance in writing.

The CLO's contact details are given below:

Mr. Baran Demirpence

[baran.demirpence@dlsyiv.com](mailto:baran.demirpence@dlsyiv.com), +90 534 596 99 93

# APPENDICES



A. STAKEHOLDER REGISTER

## Appendix A.1 Stakeholder Register - Private Individuals

Ref No of Private Individual	Date	Place of origin	Submission Channel	Topic	Comment	How/where addressed in ESIA package
0001	8.01.2018	N/A	Web site	• Ideas and suggestions	I think field activities should be visually captured in photograph and video to be shared with public in monthly periods and wish you success.	
0002	9.01.2018	N/A	Web site	• Ideas and suggestions	I think field activities should be visually captured in photograph and video to be shared with public in monthly periods and wish you success.	
0003	11.01.2018	N/A	Web site	• Support	A super project. I fully support it. I think that Istanbul will be relieved when the fast train ring around Marmara and that wonderful opportunities will come. I support it and congratulate everyone who put in effort.	
0004	12.01.2018	Suluca	Call Center	• Exprop.	Hotline caller says he has talked with the mayor and that the mayor told him that the route passes through his field. He requests detailed information regarding this issue.	
0005	8.01.2018	Çanakkale	Call Center	• Public disclosure process	Hotline caller is the secretary of Bülent Öz, the Canakkale MP in the parliament and could not reach the website on the link given in the newspaper ad.	
0006	10.01.2018	İstanbul	Call Center	• Public disclosure process	Hotline caller wants to know what sort of information would be given in the meeting at Sütluce coffee house.	
0007	16.01.2018	Malkara	Malkara Meeting	• Exprop.	Route passes through my field located on parcel number 302. I'd like to know which part of the Project passes through my field. In addition, I want to know how many parcels would be expropriated.	
0008	16.01.2018	Malkara	Malkara Meeting	• Exprop. Valuation	I demand 50,000 Turkish Lira per decare.	
0009	16.01.2018	Balabancık	Malkara Meeting	• Job inquiry	I request a job position as ar excavation truck driver or a shovel/digger operator once the Project begins.	

0010	16.01.2018	Malkara	Malkara Meeting	• Exprop.	I request that all of my real estate is expropriated. We do not want annotations on our title deeds before the expropriation because problems arise at the bank while getting credit.	
0011	16.01.2018	Ahievren Köyü	Malkara Meeting	• Exprop.	Our inheritances from forefathers will be wasted. Can one get any yield from the soil once it is gone? The complaint is about providing information properly. I would set up a farm on my land. But if this land gets lost through expropriation, I will not come back. What is the compensation for that?	
0012	16.01.2018	Malkara	Malkara Meeting	• Support	We do not have any complaint.	
0013	16.01.2018	Küçükheidir Köyü	Malkara Meeting	• Accessibility	We have an underpass at a distance of 100 m to the cloverleaf junction. At the Küçükheidir village of Malkara county. We have a demand for the maintenance and improvement of this connecting road segment that provides access to our village, and for increasing of access via two (additional) underpasses on the Malkara Junction's connecting road. (Petition by the village muhtar)	Page241 Table 7.25
0014	16.01.2018	Balabancık Mh.	Malkara Meeting	• Land use	There was soil survey in my field where I had sown barley. I have an estimated loss of two decares. How can I be compensated the expenses for this?	Land use - survey compensation + indemnity for lost crop
0015	16.01.2018	Ballı Köyü	Malkara Meeting	• Exprop. Valuation	Our country needs roads, but our land is inherited from our forefathers. We provide our livelihood from these lands. We request that we are not aggrieved. Our land is 135 decares in total.	
0016	16.01.2018	Ballı Köyü	Malkara Meeting	• Exprop.	We request that our losses be compensated and not to be aggrieved because our livelihood comes from agriculture. Parcel number is 2158. Total land is 68 decares. There's a water source within 800 sqm. I request that this issue taken into account.	Exprop. Parcel specific inquiry
0017	16.01.2018	Ballı Köyü	Malkara Meeting	• Exprop. Valuation	As the families that make a living by farming, we request that expropriation of our land is compensated with minimal grievance upon us.	
0018	16.01.2018	Malkara	Malkara Meeting	• Land use	When will the Project begin? Will we be able to harvest the fallow lands? Congratulations.	Project timing inquiry + Harvest + Congrats
0019	16.01.2018	Küçükheidir	Malkara Meeting	• Exprop.	Will the project segment that connects Küçükheidir village to the main thoroughfare be initiated first from Gelibolu? Or will the construction begin in the direction of Küçükheidir toward Gelibolu? Can we request a beginning day regarding this section? What portion of the parcel will be used? I'd like to get information about parcel 443 at Küçükheidir Çanakkale Yol projesi, Küçükheidir Mah.	Exprop. Parcel specific inquiry
0020	16.01.2018	Malkara	Malkara Meeting	• Support	I think it will help develop Gelibolu. I see it positively.	

0021	16.01.2018	Malkara	Malkara Meeting	• Exprop. Valuation	I want my entire land to be subject to valuation. The decare price is 55,000 liras.	
0022	16.01.2018	Malkara	Malkara Meeting	• Exprop. Valuation	Requesting that his land is expropriated totally. 40 decares. 58,000 TL	
0023	16.01.2018		Malkara Meeting	• Exprop.	Requests that the entire field is expropriated.	
0024	16.01.2018		Malkara Meeting	• Exprop.	Are we going to be able to harvest the wheat that we've sown? Will we have a chance to sow sunflower for 2018. The wheat field parcels are number 1582-1588-1593. For sunflower the parcels are 1576-1577-1578. On the sunflower field there's a 140m long irrigation canal. Is anything going to be paid for the canal?	Exprop. Parcel specific inquiry + Harvest timing
				• Land Use		
0025	16.01.2018	Balabancık	Malkara Meeting	• Exprop.	I could not find the parcel number of my field in Balabancık.	Exprop. Parcel specific inquiry
0026	16.01.2018		Malkara Meeting	• Exprop. Valuation	Requests that the entire plot is paid (expropriated). Price is 50,000 TL.	
0027	16.01.2018		Malkara Meeting	• Exprop. Valuation	We make a living through these lands. It is necessary to compensate our grievance.	Exprop. Compensation of assets/crops
0028	16.01.2018	Ahievren	Malkara Meeting	• Exprop.	Regarding expropriation annotation on the parcels. However, it is said that expropriation process would begin at the end of 2018 and early 2019. Due to this time difference, the annotations limit a parcel's mortgaging prospects, thereby hinder savings.	Exprop. Title deed annotation issue
0029	17.01.2018		Çanakkale Meeting	• Support	Very nice in terms of transportation. It will relieve the inner-city traffic at Canakkale. We are happy that the Bridge is being build. I request that Bridge tolls be decreased. As a person that resides at the city center, we will continue to use the ferries cross to Kilitbahir and Eceabat. I am concerned about whether the ferry schedule would become less frequent once the traffic density decreases. We wish to pay less for the crossings together with the initiation of the Bridge. Can you not consider subsurface heating against icing in the winter? Are the chemical the only solution?	
				• Toll price		
				• Construction		
				• Ideas and suggestions		
0030	17.01.2018		Çanakkale Meeting	• Project rationale	In a city such as Ankara, the motorway passes through the inner city. You are coming to take our opinion after the initiation of work. You are not taking our views at the very beginning. The road constructions are always at the Marmara region. The objective is to reach Marmara, not specifically to Canakkale.	
0031	17.01.2018	Kocadere	Çanakkale Meeting	• Route	I live in the Kocadere village. The Project does not have any benefit to me. It made the road longer. I will have to drive 80 km more to get across.	

0032	17.01.2018	Çanakkale	Çanakkale Meeting	• Job inquiry	I am an architect, technical personnel. I have much experience. I do project work at construction sites. If you consider hiring locally, I would like to work in the construction phase. I can also divert my technical staff friends to the project.	
0033	17.01.2018		Çanakkale Meeting	• Toll price	I examined the Project. Everything is very fine. My only request is that the crossing fee be cheaper.	
0034	17.01.2018		Çanakkale Meeting	• Support	Everything is for the benefit of the country. Congratulations. It should be finished at once so that we can benefit quickly. Congestion in Canakkale will be eliminated. We will get rid of the traffic problem during the holidays.	
0035	17.01.2018		Çanakkale Meeting	• Route	What benefit will it bring to Eceabat? Is any segment of the motorway passing nearby?	
0036	17.01.2018		Çanakkale Meeting	• Biodiversity and conservation	Is the number of trees (in thousands) to be cut on the motorway footprint determined by the Ministry of Forestry? I demand that an equal number of trees planted as the ones that are cut.	Deforestation and compensation of cut trees
0037	17.01.2018		Çanakkale Meeting	• Land use	I demand overpasses for the crossing of wild animals in the woodland sections.	Overpasses for wildlife Table 7.25 point 4
0038	17.01.2018		Çanakkale Meeting	• Support	I am pleased with the Project. I support it. The Canakkale side becomes very crowded during the summers. I believe the project should eliminate that.	
0039	17.01.2018		Çanakkale Meeting	• Toll price	We demand that the bridge and motorway tolls are cheaper.	
0040	17.01.2018		Çanakkale Meeting	• Toll price	I am a cyclist. Especially in summer months it will decrease traffic. As population increases, I think the ships will be insufficient. Taking Turkey's economy into account, my opinion is that the bridge toll should be reasonably priced.	
0041	17.01.2018		Çanakkale Meeting	• Route	As a civil engineer, I say that the location of the bridge is at a wrong location. It could be built at a more suitable location, toward (south) the Aegean direction.	
0042	17.01.2018		Çanakkale Meeting	• Project rationale	Why did you work with Korean firms? The Japanese are better in this domain.	
0043	17.01.2018		Çanakkale Meeting	• Support	I think it should have been built earlier. The faster the better.	

0044	17.01.2018		Çanakkale Meeting	• Support	It has both beneficial and harmful aspects. It will harm the nature, but it brings the facility to cross to the other side without waiting for the ferry.	
				• Biodiversity and conservation		
0045	17.01.2018		Çanakkale Meeting	• Socio-economic impact	I think both positively and negatively. It thinks the local businesses will be impacted negatively. However, the intercity travellers will benefit. I request railroad on the bridge as well.	Support + detriment to local businesses table 7.23 + railroad request
				• Project rationale		
0046	17.01.2018		Çanakkale Meeting	• Labor and working conditions	An official from the employment office: How many subcontractors are there? Whatever the number, the official employment office must be informed prior to starting work (both the employers and employees). Subcontractors may inform the main contractor and the main contractor may notify us. The project must contact us for the employment of disabled persons. (Talked with Ms. Didem Eksi)	
0047	17.01.2018		Çanakkale Meeting	• Socio-economic impact	I don't think the bridge will benefit ordinary people. It will benefit persons from out of region who will make profits.	
0048	17.01.2018		Çanakkale Meeting	• Support	Support. A very good service for our country.	
0049	17.01.2018		Çanakkale Meeting	• Land use	I am sorry for the loss of the agricultural lands. But as a requisite of this age, the bridge and motorways have to be built. I request that you take precautions to do as little harm to agricultural lands as possible.	
				• Support		
0050	17.01.2018		Çanakkale Meeting	• Support	I want it built at once. I request that the firms that will build the bridge do good research to make it beneficial for Canakkale.	
0051	17.01.2018		Çanakkale Meeting	• Socio-economic impact	I was born and raised in Canakkale. I don't want a bridge in our city. I think the bridge will make Canakkale a much more crowded place.	
0052	17.01.2018		Çanakkale Meeting	• Support	The Bridge should have been built earlier. There was dense traffic in the ferryboats especially in the holiday periods because it is located between Istanbul and Izmir. I think the Bridge will solve the traffic problem. I think it will have an added-value for Canakkale.	

0053	17.01.2018		Çanakkale Meeting	• Opposition to Project	I think that the promises of development of tourism and agriculture that are defended thanks to the Canakkale 1915 bridge and the motorway will not come true, and that it will not have an economic advantage for Canakkale. Similarly, the locals that farm the land will have nothing in their hands at the end of six years of job promises. I demand the cancellation of the Project.	
0054	17.01.2018		Çanakkale Meeting	• Support	Project will relieve traffic especially in the summer months. It wasn't needed a few years ago. But it became a necessity in recent years. It will relieve the inner-city traffic, too.	
0055	17.01.2018		Çanakkale Meeting	• Support	I regard the Project positively. Thank God for all those involved. I hope it does not cause damage to nature.	
0056	17.01.2018		Çanakkale Meeting	• Project rationale	As they do with the Third Bosphorus Bridge and Osmangazi Bridge, the private firm at Canakkale Bridge should not be given a guarantee for the passing vehicles, and they should not be paid for the vehicles that do not pass.	
0057	17.01.2018		Çanakkale Meeting	• Support	I think it is beneficial.	
0058	17.01.2018		Çanakkale Meeting	• Public disclosure process	I request that the Canakkale residents be informed about the project and their views are asked, that the cost and burden of building it should not be born by the people. I think Canakkale will lose its natural character. I want a panel to be organized to explain to people of Canakkale the good and bad aspects of the project.	
				• Biodiversity and conservation		
0059	17.01.2018		Çanakkale Meeting	• Biodiversity and conservation	I wonder what sort of positive gains this motorway project will bring to the Canakkale region in terms of our future, when an assessment is made between what it brings in and what it takes out. (sustainability, nature, environment, ecology, ecosystem, etc.) Thanks	
0060	17.01.2018		Çanakkale Meeting	• Project rationale	I think that an addition of a railroad line to the bridge would be beneficial.	Railroad
0061	17.01.2018		Çanakkale Meeting	• Support	I see it positively because of time and energy savings that it will bring.	
0062	17.01.2018		Çanakkale Meeting	• Project rationale	In previous projects, erroneously assessed, there was a railroad line on the lower level of the bridge, extending between Bandırma-Biga-Lapseki.	Railroad

0063	17.01.2018		Çanakkale Meeting	• Toll price	This is the most convenient route to enable the project to pass through Canakkale. The toll price should be ¼ of the declared price, or even be free.	
				• Support		
0064	17.01.2018		Çanakkale Meeting	• Biodiversity and conservation	Canakkale, in terms of natural beauty, is the best in the world. Let the bridge and motorways bring many guests and enliven the economy and trade, but let the natural beauties remain the same.	
				• Socio-economic impact		
0065	17.01.2018		Çanakkale Meeting	• Project rationale	I want the railroad to be built, but apparently it is not. They have it in Istanbul. Why not here?	Railroad
0066	17.01.2018		Çanakkale Meeting	• Support	Bridge will be beneficial. Our people have a lot of stress during holidays because of ferry traffic. It is very necessary for us in the Gelibolu region.	
0067	17.01.2018		Çanakkale Meeting	• Construction	I would like to know how the soil improvement and soil survey are conducted.	Soil analysis
0068	17.01.2018		Çanakkale Meeting	• Support	I approve of everything that this government does. This is good for the country. After this project, I suggest a second bridge linking Kilitbahir and Canakkale Saricayir to be connected to the new motorway in the future.	
0069	17.01.2018		Çanakkale Meeting	• Support	My real estate will be expropriated as part of the project. But I still support the project.	
0070	17.01.2018		Çanakkale Meeting	• Support	An excellent project. We want even better projects.	
0071	17.01.2018		Çanakkale Meeting	• Opposition to Project	The proposed project will have no benefit to Canakkale or the region. Agricultural lands in the region will disappear. Water resources will be harmed. It will not solve Canakkale's transportation problem. The project must be cancelled. The cherry of Lapseki, the apple of Umurbey, animal breeding will disappear. The economy of a country prospers by the richness of its virtues.	
0072	17.01.2018	Izmir	Çanakkale Meeting	• Support	I am happy with the project. I support it. I'm coming from Izmir, Bornova.	
0073	17.01.2018		Çanakkale Meeting	• Support	Firsty, the economic conditions of the people have to be improved. Only after then these projects can be dealt with. However, technology must advance in a wonderful city as Canakkale.	



0074	17.01.2018		Çanakkale Meeting	• Project rationale	Land transport and bridge project are already our source of pride. However, while used to travel back and forth to Istanbul by ship. Then why can't the marine transport be developed today? It must be possible to travel everywhere from Canakkale by ship. Marine transport must be developed.	
0075	17.01.2018		Çanakkale Meeting	• Toll price	I want the toll price to be cheap. I want the motorway to be wide. Let the traffic not get congested.	
				• Project design		
0076	17.01.2018		Çanakkale Meeting	• Seismicity	The distance is far. Saros-Mürefte is an earthquake line. We have a fault line passing through Marmara Sea. The ground conditions is important. Will transit passage have a contribution to the economy of the region? On both sides of the strait, there may be certain areas of excessive profit.	
				• Socio-economic impact		
0077	17.01.2018		Çanakkale Meeting	• Opposition to Project	I do not approve of the construction of project. I think it will harm the nature of Canakkale.	Opposes the Project + Concern about nature
				• Biodiversity and conservation		
0078	17.01.2018		Çanakkale Meeting	• Ideas and suggestions	I want the bridge to be named "Seyit Onbasi Bridge" (after a famous martyr in the Canakkale battles)	Bridge Name
0079	17.01.2018		Çanakkale Meeting	• Toll price	With the condition that toll prices are changed, I support it. But toll is very high as it is.	
0080	17.01.2018		Çanakkale Meeting	• Project design	I would like to learn the height in meters the deepest point of the bridge's pillars. I think it will have more harm than benefit. It's a belated bridge. There's traffic in the holidays and vacation periods.	
				• Support		
0081	17.01.2018		Çanakkale Meeting	• Support	I think the congested traffic from Istanbul's Mahmutbey toll plaza to Kinali must be relieved by building another road. My biggest wish is that this project is finished as soon as possible.	

0082	17.01.2018		Çanakkale Meeting	• Socio-economic impact	As the local residents, it will upset our life. This used to be a beach town. When the bridge is built, it will become an industrial city. It will provide employment only to persons close to the government, and no other benefit.	
0083	17.01.2018		Çanakkale Meeting	• Socio-economic impact	This project is a project that will destroy human life. We don't want to be an under-the-bridge city. With this project, the ecosystem will see great damage. Some people will simply take their money and leave. According to faith, only God can take the life given by him. At this moment, the life given by God is taken with such projects by the servants of imperialism.	
				• Biodiversity and conservation		
0084	17.01.2018		Çanakkale Meeting	• Biodiversity and conservation	I settled to Canakkale from Istanbul. Istanbul was ruined, and now they will ruin this place. We don't want this city, with all its natural beauties, end up like this. The trees will be cut, and a bridge will be built in their place.	
0085	17.01.2018		Çanakkale Meeting	• Support	Support. Contribute to economy. Lessen traffic congestion.	
0086	17.01.2018		Çanakkale Meeting	• Support	Support. Beneficial for the country.	
0087	17.01.2018		Çanakkale Meeting	• Project rationale	The bridge was an essential thing. Also, we are concerned about the future of the ferries. Is there going to be any means of transport between and to/from Eceabat and the Bridge?	Positive feedback + inquiry about ferries
				• Support		
0088	17.01.2018		Çanakkale Meeting	• Support	I am happy about the bridge. It's a good promotion for Canakkale, good for tourism.	
0089	17.01.2018		Çanakkale Meeting	• Route	We want access to vacation resorts on the shore by building connecting roads to Yenice-Edremit. We want additions to the project.	Access to specific locations
0090	17.01.2018		Çanakkale Meeting	• Support	I think it will be good. I want continuation of such projects.	
0091	17.01.2018		Çanakkale Meeting	• Support	Support	

0092	17.01.2018		Çanakkale Meeting	• Support	Support	
0093	17.01.2018		Çanakkale Meeting	• Opposition to Project	I do not want the construction of the Bridge. I am of the opinion that it will damage the farmlands and the nature.	
				• Biodiversity and conservation		
0094	17.01.2018		Çanakkale Meeting	• Socio-economic impact	In Turkey, such big projects are regarded in terms of profit, money and housing, while the human factor is forgotten. Hereby, as a sociologist, I feel the same concern. I want the bridge built, but I am worried because the minds in Turkey put money and profit into the center. I find it positive that the bridge is built without damaging the nature, the people's habitats and the environment.	
				• Biodiversity and conservation		
0095	17.01.2018		Çanakkale Meeting	• Opposition to Project	If we are going to pay the price of the project, its construction is not necessary, at all. Disappearance of farmlands and woodlands makes us sad.	
				• Biodiversity and conservation		
0096	17.01.2018		Çanakkale Meeting	• Support	We live at Umurbey. I am happy that real estate prices are increasing.	
0097	17.01.2018		Çanakkale Meeting	• Support	After the Bridge, I think Canakkale will develop. I see it positively. I think Canakkale is the "Hakkari of the West" Not enough investment in Canakkale.	
0098	17.01.2018		Çanakkale Meeting	• Socio-economic impact	I came here from Istanbul. I'm happy here and I don't want this place to become like Istanbul. That's why I demand caution in expropriation and in eradication of green areas.	
				• Biodiversity and conservation		

0099	17.01.2018		Çanakkale Meeting	• Toll price	Bridge toll has to be much lower than the price of ferry crossing. Otherwise, it has no rationale.	
0100	17.01.2018		Çanakkale Meeting	• Support	Support	
0101	17.01.2018		Çanakkale Meeting	• Support	Support. Bridge will overcome the weather impediment to crossing the strait.	
0102	17.01.2018		Çanakkale Meeting	• Support	Support.	
0103	17.01.2018		Çanakkale Meeting	• Biodiversity and conservation	Everyone would want the construction of the Bridge. Our expectation is building it without damaging the nature. It should have been built earlier.	
				• Support		
0104	17.01.2018		Çanakkale Meeting	• Support	Support. Will solve traffic problem.	
0105	17.01.2018		Çanakkale Meeting	• Biodiversity and conservation	We want establishing ecologic balance and coordination with Gelibolu Peninsula historic area authority to avoid damage to historical structures. We do not want fish migration from Black Sea impacted. We do not want things that will damage the nature because it is on the flight path of birds. Population will intensify after the Bridge is built. The thermal power plants in the region need to be removed.	
				• Socio-economic impact		
				• Cultural heritage		
				• Water environment		

0106	17.01.2018		Çanakkale Meeting	• Support	Support. Beneficial to country and region.	
0107	17.01.2018		Çanakkale Meeting	• Support	Support. Will create jobs. We hope local workforce can be used on construction sites.	
0108	17.01.2018		Çanakkale Meeting	• Project rationale	Very nice. I wish we could build it with our own capital without going under any commitment. Costs are high because the projects are generally prepared for private companies with the aim to generate income besides providing service.	
				• Support		
0109	17.01.2018		Çanakkale Meeting	• Project rationale	I definitely want a railroad (on the Bridge). That was what we were told but it's nowhere in sight.	Railroad
0110	17.01.2018		Çanakkale Meeting	• Ideas and suggestions	Wouldn't it be nicer if it was named Troia (Truva) Bridge?	Naming issue
0111	17.01.2018		Çanakkale Meeting	• Project rationale • Toll price	In these difficult times that our country is going through, none of the projects including Third Istanbul Bridge, Osmangazi Bridge, Marmaray crossings, could attain the vehicle guarantees due to erroneous and exaggerated pricing and traffic figures. And sums that are equal to 15,000 to 20,000 are paid from the Treasury. This exceeds the cost of the investments many times over.	
0112	17.01.2018		Çanakkale Meeting	• Support	Support. Our villagers say they can't live without a bridge.	
0113	17.01.2018		Çanakkale Meeting	• Project rationale	This Bridge has no benefit to Canakkale. I am very sorry as local citizen. Our ships are more efficient. A revenue of Canakkale is written off. The city will be a transit thoroughfare, and nobody will stay to visit the historic places.	
0114	17.01.2018		Çanakkale Meeting	• Support	Support. It will be a relief for me as a person that drives a lot.	

0115	17.01.2018		Çanakkale Meeting	• Socio-economic impact	Local businesses will be harmed. If the citizens are going to bear the cost, I am against it. We will take a longer drive, and that's bad for us.	
				• Project rationale		
0116	17.01.2018		Çanakkale Meeting	• Support	Support. It's a good project.	
0117	17.01.2018		Çanakkale Meeting	• Support	Support. I like it a lot. The personnel are very meticulous.	
0118	17.01.2018		Çanakkale Meeting	• Support	Support. It's a belated project. I live in Cardak. I see traffic congestion at Lapseki and Cardak every day. I wish a quick completion.	
0119	17.01.2018		Çanakkale Meeting	• Route	It will be appropriate that Balikesir-Balya road is built parallel to the bridge after Canakkale. Otherwise, the project will not meet its objective, it will be inadequate.	Access to spetic locations
0120	17.01.2018		Çanakkale Meeting	• Socio-economic impact	I don't think the Project will have any benefit to Canakkale. I think the vehicles will pass Canakkale transit because of the motorway and the bridge.	
0121	18.01.2018		Gelibolu Meeting	• Exprop.	Two water wells that are located on parcel 299 island 35 were not recorded / taken into consideration during pre-assessment. I request that these are also evaluated to be added to the price. In addition, I implement irrigated farming in my field located at parcels no 29,30,31,32,34 and 35. I demand that you take into account this fact. The loss will be great because we will not be able to continue irrigated farming. I'd like to learn how I will be compensated my losses.	Exprop. Parcel specific inquiry
0122	18.01.2018		Gelibolu Meeting	• Exprop.	A section of my land located at parcel number 171 in Sütluce village. Was it not possible that the meeting be conducted prior to the expropriation?	Exprop. Parcel specific inquiry + ESIA Procedure
				• Public disclosure process		

0123	18.01.2018		Gelibolu Meeting	• Support	I support the Project.	
0124	18.01.2018		Gelibolu Meeting	• Exprop.	Are my parcels numbered 12 and 3 in Yürüce village within the project footprint? I'd like to know.	Exprop. Parcel specific inquiry
0125	18.01.2018		Gelibolu Meeting	• Support	I'm very pleased. I hope it gets finished quickly. It will bring much relief.	
0126	18.01.2018		Gelibolu Meeting	• Exprop.	I'd like to learn the route of the connecting roads of the bridge and when the expropriation begins. In addition, I am a hotel owner and would like to learn when the workers and engineers of the project are arriving here (Gelibolu).	
				• Socio-economic impact		
0127	18.01.2018		Gelibolu Meeting	• Exprop. Valuation	We have a 10,000 sqm plot. KGM's valuation is 105,000 TL. Our plot is under housing planning. We objected, it was not accepted. This price is too low for us. Our plot is more valuable than that. We demand that our price be increased. We don't want to get entangled with the court. Our aim is settle (out of court).	
0128	18.01.2018		Gelibolu Meeting	• Project rationale	I am opposed to motorways and individual transportation. I see it as a project that the contractor companies use to make money. I think that it impacts nature badly and that its cost is taken out of our pockets.	
				• Biodiversity and conservation		
0129	18.01.2018	Sütlüce Köyü	Sütlüce Meeting	• Land use	During asphalt coating works, the bulldozers broke my water pipes under the electricity unit. The dozers trampled my pipes. There was no response to me.	Grievance
0130	18.01.2018	Sütlüce Köyü	Sütlüce Meeting	• Support	We support the construction of the bridge. However, we demand that the route of the approach road to the bridge be changed. By this means, less farmland will be damaged. Our village makes a living by producing	Positive feedback + concern about agriculture + location

				<ul style="list-style-type: none"> <li>• Route</li> </ul>	vegetables and fruits and selling them in local markets. Therefore, the entrance to bridge pass through 7-8 km away from Gelibolu.	
				<ul style="list-style-type: none"> <li>• Socio-economic impact</li> </ul>		
0131	18.01.2018	Sütlüce Köyü	Sütlüce Meeting	<ul style="list-style-type: none"> <li>• Water environment</li> </ul>	There are two water streams on the west and east of our village. These streams have an irregular regime and they cause damage to their environs. We request that they are improved. In 1978, my two decares of land was expropriated. But I could still not receive the compensation.	Grievance
0132	18.01.2018	Sütlüce Köyü	Sütlüce Meeting	<ul style="list-style-type: none"> <li>• Route</li> </ul>	I demand that the junction designs that are currently adjacent to Münipbey Deresi (Münipbey Stream) be shifted 2 km in the direction of Gelibolu. The area I propose is low-value farmland. My rationale is that the land currently subject to expropriation has a 100% impact on the livelihood of the village, therefore it will be lost and wasted. The loss of that land will cause mass emmigration of the village.	
				<ul style="list-style-type: none"> <li>• Socio-economic impact</li> </ul>		
0133	19.01.2018		Lapseki Meeting	<ul style="list-style-type: none"> <li>• Route</li> </ul>	Many things are said bu nobody knows which lands are impacted or where exactly the motorways will pass.	
0134	19.01.2018	Lapseki Belediye Başkanı	Lapseki Meeting	<ul style="list-style-type: none"> <li>• Exprop.</li> </ul>	We are against the expropriation of 90,00 sqm of land at the Lapseki leg of the Bridge that is currently a part of urban planning. It may be used during construction, but I demand the project abandon that land after construction. Mayor of Lapseki.	
				<ul style="list-style-type: none"> <li>• Land Use</li> </ul>		
0135	19.01.2018		Lapseki Meeting	<ul style="list-style-type: none"> <li>• Socio-economic impact</li> </ul>	In Lapseki we have a population of 12,000. The educational institutions in the town center are already insufficient as of today. When the construction sites become operational, my concern is that your employees and other sources of immigration will cause a burden on our educational and social facilities. What sort of precautions will you take regarding social facilities inside the construction site and within your territory of responbility?	
				<ul style="list-style-type: none"> <li>• Labor and working conditions</li> </ul>		



0136	19.01.2018		Lapseki Meeting	• Support	I wish the best. We support the bridge and the motorways. We stand by our State.	
0137	19.01.2018		Lapseki Meeting	• Exprop.	We request that the expropriation surveys of the allocated lands that are part of the 1/100,000-scale regional plan.	
0138	19.01.2018	Kemiklialan Köyü	Lapseki Meeting	• Exprop.	We live in Kemiklialan village. Location of our fields begin at the exit point of our village to what extent will they be impacted? Where will it pass? I'd like to know the details.	
0139	19.01.2018	Umurbey	Umurbey Meeting	• Exprop. Valuation	The bridge will have pluses and minuses for us. The point that interests us is the expropriation valuation, because our farmlands are limited. This fact should be taken into account.	
0140	19.01.2018	Umurbey	Umurbey Meeting	• Exprop. Valuation	Natural gas pipelines passed through our village land. The plots that belonged to the villagers were confiscated without prior notice and at prices much under real value. Concerning the fruit gardens along the route, calculations were based to soil value alone, without taking the value of orchards and their fruits into account. We do not want to live through the same situation with you (the Project). We demand that the Project cause as little damage to nature and our village as possible regarding the lands other than those subject to expropriation. If possible, no damage at all.	
				• Land use		
				• Biodiversity and conservation		
0141	19.01.2018	Umurbey	Umurbey Meeting	• Exprop.	Will I be able to harvest my fruit garden's product in 2018 (early June to late September)? Are route shifts possible from local farmland to maquis shrubland?	
				• Route		
				• Land use		
0142	20.01.2018		Bolayır Meeting	• Construction	Two years ago, some (electricity) poles were erected, and they trespassed into our land carelessly, and nobody redeemed our damages. If they enter our fields with prior harvest planning, there will be no damage.	

0143	20.01.2018	Kavakköy	Bolayır Meeting	• Exprop. Valuation	At Kavakköy, the alignment passes as close as 300 to 400 meters, and those are the most fertile lands. An offer of 20 lira is very low for this region. My daughter works at the bridge construction. I know that 80 liras are paid at places such as Sütluce. Why are those places valued higher than our lands?	
0144	12.01.2018	Internet	Web site	• Ideas and suggestions	I am the director of sound systems at the Mescid-I Nebevi mosque in Medina, Saudi Arabia. I also use lighting systems. My humble suggestion to you is to mount on each of the four towers of the Bridge 100-watt RGB laser show systems. The cost won't exceed 500,00 dollars. Its visual contribution will be priceless. Pointing skywards, it'll be visible from 50 to 100 km. It will have a priceless promotional benefit. This <a href="https://youtu.be/R4KxM_1CZw4">https://youtu.be/R4KxM_1CZw4</a> youtube video will give you an idea. I hope you find it feasible and include my suggestion to your project.	
0145	19.01.2018	Çanakkale / Merkez	Call Center	• Exprop.	Information request about the beltway that will be linked to the Bridge.  Land plot info: Alaattin Mahallesi, Island 281, Parcel 35	Exprop. Parcel specific inquiry
0146	19.01.2018	Telephone	Call Center	• Exprop.	After submitting comments on 12 January 2018, went to the Lapseki (KGM) office but the place was not open for business. Awaiting a response asap.	
0147	15.01.2018	Tekirdağ / Merkez	Call Center	• Public disclosure process	Call from Tekirdag Greater City Municipality Urban Works department, request information about Malkara meeting.	
				• Biodiversity and conservation		
0148	15.01.2018	Çanakkale / Merkez	Call Center	• Exprop.	The caller learned the route will pass near his land. Requested information.	

0149	19.01.2018	Çanakkale / Merkez	Call Center	• Exprop.	Info request about their land at Alaattin Mahallesi, Island 293, Parcel 12	Exprop. Parcel specific inquiry
0150	23.01.2018	Tekirdağ / Merkez	Call Center	• Route	Calling from Tekirdag Water and Sewage Works department and said they received a mail requesting their views. Said they need the coordinates of the alignment to respond with their views.	
151	9.01.2018	Kavakçeşme	Comment Box	• Project rationale	I demand that you provide detailed information on social media, tv, and other advertising channel, what will be the annual expectation? What will be the cost, its benefit versus disadvantage? In addition, a rail system together with the motorway will be better.	
152		Suluca	Comment Box	• Opposition to Project	I do not want the construction of the bridge. Sea-taxi will be better.	
153	11.01.2018	Suluca	Comment Box	• Support	Support. I support all investments all services to my country. There'll be no problem as long as everyone does his job right.	
154		Suluca	Comment Box	• Exprop. Valuation	The expropriation prices by KGM in 2017 per sqm are 70 to 150 liras. I demand that expropriation is processed at these price levels so as not to aggrieve the citizens.	
155	17.01.2018	Gökköy	Comment Box	• Exprop. Valuation	My demands: That the owners of lands to be expropriated are notified. That the expropriation prices not be below market values, expropriation to be at genuine value. That the damage to land and fields that are outside the expropriation scope be minimized during works on the route. That the workers and machinery are supplied from Lapseki and the vicinity when necessary. I hope the bridge be beneficial to our people.	
				• Socio-economic impact		
156		Gökköy	Comment Box	• Support	Support. I have no personal complaint. Even the fact that you are asking us our opinions makes us happy. Thanks.	
157	14.01.2018	Gökköy	Comment Box	• Support	1915 Canakkale Bridge is a godsent for Canakkale. Our wish is you start and complete it as fast you can. I wish that the expropriation prices in the general region be at a level that would not aggrieve the people.	

				• Exprop. Valuation		
158	17.01.2018	Gökköy	Comment Box	• Support	1915 Canakkale Bridge is very important for Canakkale. I wish it is speedily completed and begin to operate at once. I wish the citizens are not aggrieved concerning the expropriations in the Canakkale region. Prayers	
				• Exprop. Valuation		
159	15.01.2018	Umurbey	Comment Box	• Exprop.	My precious 40 decares of fruit garden is on the footprint of motorway toll plaza approach road. Isn't there any possibility to shift the route to the shrubby woodland located on the upper side of our garden? I spent money for the 2018 season's fertilizing and pruning processes. Will we be able to harvest our fruits? I would want the motorway's route to be shifted to the shrubbery and woodland outside our valuable agricultural lands.	
				• Land use		
				• Route		
160		Balabancık	Comment Box	• Support	Support. I have no complaints. I want the road to be built at once, or else I can help. I don't want a crooked road.	
161		Balabancık	Comment Box	• Construction	There are rumours it will be completed in five years. Is that true?	
162	14.01.2018	Balabancık	Comment Box	• Project rationale	Is it true that a guarantee of 40,000 vehicles is given for the bridge to be built? Don't you know that this figure will never be attained?	
163	13.01.2018	Ballı	Comment Box	• Socio-economic impact	As you know, demand for the village products has increased. We demand that village marketplaces be established, without obstructing the traffic, along the route, for the sale of natural foodstuff village products.	

164	10.01.2018	Balabancık	Comment Box	• Support	Support. I have no complaint. Prayers.	
165	12.01.2018	Sütlüce	Comment Box	• Socio-economic impact	There is a point that drew my attention in the info guide that was distributed to us. It says the agricultural works of the farmers would not be impacted. Can you enlighten us? How will that be possible? The motorway and junctions pass through the most fertile lands where we harvest vegetables and leave a horrible scene behind it. In this village, the young generation make a living only by selling vegetables. This land feeds us. It is not clear to me whether your objective is to help us. I cannot fit in here everything I wish to say. Let the persons who drew these plans, who say that farmers will not be affected come here and explain to us why and how it will be possible to not to be impacted. I guess the person in charge is Mr. Melih Mumcu. Respectfully	
				• Land use		
166		Sütlüce	Comment Box	• Exprop. Valuation	The road to the bridge passed through my field. They paid 40 thousand liras because it is my only field. I was making a living out of that field. What am I going to do now? I don't know if I will be able to buy another field at the same price level. I leave this matter to your consideration.	
				• Socio-economic impact		
167	12.01.2018	Sütlüce	Comment Box	• Socio-economic impact	Will our youth benefit from the project? Will it provide employment? Will the people whose land is taken away be aggrieved? And will the village people be disturbed by this bridge? Will our young ones work for the bridge? Will you provide any relief to people whose land is taken away?	
168		Sütlüce	Comment Box	• Job inquiry	I have a captain's license. I worked in Bodrum for 5 years. Also, I worked as a master at iron-works for 5 years. But I had to return to my village. Now I demand employment from the State in this bridge. Please don't let me be aggrieved. I speak foreign language.	
169	12.01.2018	Sütlüce	Comment Box	• Land use	You are taking away our garden. You say (in the documents) that the farmers would not be agriculturally aggrieved. How is that so? Our lands are vanishing, and you say that they are not. We don't want the "Juncture of Regret" We want the route to pass rather through the pastures. If it could pass through 2 km further where there is pasture land, there will be no problem.	
				• Route		

170	11.01.2018	Sütlüce	Comment Box	• Construction	I have 12 decares of irrigated farming land near the construction area of the bridge route. I make my livelihood from this land. And I have no other source of income. When construction begins, I demand that our State compensate the all damages to be inflicted on my land by the construction equipment. I request the relevant authorities to respond to me after reading this.	
171	10.01.2018	Koruköy	Comment Box	• Socio-economic impact	Despite its negative impacts on local agriculture, my opinion is that it will contribute in many aspects to the regional development. It's a proud investment, important for the welfare of our country and our future.	
				• Support		
172	8.01.2018	Ahievren	Comment Box	• Support	I support the passing of the motorway	
173	8.01.2018	Ahievren	Comment Box	• Support	I support the passing of the motorway	
174	8.01.2018	Ahievren	Comment Box	• Support	I support the passing of the motorway.	
175	8.01.2018	Ahievren	Comment Box	• Support	I find the passing of the motorway appropriate.	
176		Umurbey	Comment Box	• Support	I consider the bridge and motorway construction project beneficial and necessary for the development of our province and its environs. Hence the ferry ques that went on for hours and days will end. Also, traffic will not be impeded on days when ferry trips are grounded due to weather. I am happy.	
177	01.02.2018		Comment Box	• Toll price	It will be beneficial to our vicinity. What will be the toll prices in the future?	
				• Support		

178	01.02.2018		Comment Box	• Community health and safety impacts	Would the traffic intensity at the bridge crossings cause more accidents?	Community health and safety impacts operation Table 7.29
179	31.01.2018		Comment Box	• Ideas and suggestions	As the 1915 Canakkale Bridge is the world's longest and as it is dedicated to our martyrs, it will be appropriate to have nice lighting and decorated with nice motifs, and design it visually appealing.	
180	14.01.2018	Ocaklı Köyü	Comment Box	• Project rationale	Stop wasting the agricultural lands. Just add one lane on each side to the existing road and please don't ruin the lands. You can build additional roads on both sides of the old road. Because the new road you are building will harm many tracts of lands. Don't insist on doing the wrong thing.	
				• Route		
181	23.01.2018		Comment Box	• Project rationale	It should not be so easy to kill the agricultural lands. In my opinion, the bridge is okay but the Istanbul-Canakkale motorway is superfluous. Precious agricultural lands will disappear.	
				• Route		
182	18.01.2018		Comment Box	• Exprop.	I also have a piece of property. My shop will be gone. We will be desparate. If our fields are gone, please don't leave us aggrieved.	
				• Socio-economic impact		
183	17.01.2018	Sütlüce Köyü	Comment Box	• Exprop.	Our 4,984.35 sqm property located at Island 152, Parcel 34 belonged to our grandmother Hatice Dayan. But we were cultivating the field for the past 35 years. Due to expropriation, we will not be able to do so. We have no other field to do farming. What about our aggrievedness? We were making our family's livelihood here. We request the provision of necessary assistance. I think providing permanent employment to me and my brother will eliminate our financial hardship. Our field has been expropriated and it is no longer ours after our grandmother	
				• Socio-economic impact		

				• Land use	signed for it. But we have the vegetables still growing in the field. We were not notified about any eviction date and the field was sown at the time of signing. We need information asap. In short, we were feeding ourselves from this field, but it is gone now. Our request is that the relevant authorities enlighten us about the matter in the shortest time possible.	
184		Aksakal Köyü Malkara	Comment Box	• Accessibility	It is necessary 1. to build underpasses for the crossings of harvesting machines at points that provide access to the roads that lead to the fields 2. to conserve the historic structures and fountains along the route.	
				• Cultural heritage		
185	18.01.2018		Comment Box	• Support	I support this motorway work.	
186	17.01.2018	Balabancık Köyü	Comment Box	• Accessibility	The motorway route will pass through certain sections of land in our settlement and will divide the lands on two sides of the motorway. Are any parallel roads going to be built to the main motorway to provide access to our fields? Will there be over- and underpasses to facilitate the use of these roads conveniently? If so, how many will there be in each region? Could you inform us? There is no plan or layout that reached us about this issue. I didn't fill out the form as a grievance, but the information given to us currently seems insufficient and unclear. We expect more activity in this regard.	
				• Land use		
				• Route		
187		Lapseki Belediyesi	Comment Box	• Opposition to Project	The practices of corruption, usurpation, unlawfulness, injustice, favoritism, unfairly using people, thievery with the pretext of damaging the State continue for the past 1,5 years. It's a continuing problem.	
188	09.01.2018	Bayırköy	Comment Box	• Support	A really important project. My grievance is that the roads are not restated to their former condition following the excavations to lay pipes and cables to the bridge, and that they are made narrower by these works. The road segment between Bayırköy and Sötlüce. A certain section between Cumali and the main road. Followup call after submitting a comment via email.	Community health and safety impact (Construction) Table 7.28
				• Community health and safety impacts		



189	05.02.2018		E-mail	• Water environment		Marine Environment Gemi trafiğı ve trafik düzeni
190	25.01.2018	İstanbul	Call Center	• Route	Information request about the whereabouts of the route.	
191	26.01.2018	Gelibolu	Call Center	• Exprop. Valuation	Call center report: “They have real estate in Kavak village. They have 40 decares of land in Bolayir. The best parts of land in our village is being expropriated. We were having all sorts of melon and watermelon there. The proposed values (for expropriation) are not reasonable.	
192	18.01.2018	Ahievren	E-mail	• Route	I reside at Ahievren village of Malkara. I would like information about the route of th motorway. Is it possible for you to send the parcel-based alignment information to me?	
193	20.01.2018	Sındal	E-mail	• Exprop.	Is it possible to learn whether there is expropriation in our property at Canakkale, Lapseki, Sındal village, Island 107, Parcel 39, and if there is, when this process would start?	
194	06.02.2018	Adıyaman	E-mail	• Job inquiry	Submitted resume.	
195	02.02.2018	Erzurum	E-mail	• Job inquiry	Submitted resume.	
196	06.02.2018	Umurbey	Comment Box	• Support	Support. I want the Bridge project to be finished before 2023. The bridge will contribute a lot to Lapseki in terms of value and image.	
197	01.02.2018	Balabancık	Comment Box	• Project Rationale	I always support project that are beneficial to the nation. However, the full amount of this service should be paid fully by the State’s treasury. We wish that not a cent be taken from the pocket of people for this service just as it is taken at the Third Bosphorus Bridge, Eurasia Tunnel and motorways. The real service is not building roads and robbing the people. The real service is building bridges and roads and providing service without taking any money from the people. Don’t outsource it to foreign companies and put the future of the nation under mortgage, don’t put the unborn generations under debt. We want not robbery but real service.	

198	02.02.2018	Balabancık	Comment Box	• Project Rationale	We don't want service to the people with the money taken from the pocket of the people. If that is the way to go, then the people can obtain services on their own. What the people want is that the State provide service without giving burden to the people's pockets. I request that services be given with a consideration to benefit the people without any damage.	
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## Appendix A.2 Stakeholder Register – Organizations and Institutions

Ref No of Organization	Date	Name/Title of Organization	Submission Channel	Topic	Comment	Relevant Topic
B0001	18.01.2018	Kazdagi Natural and Cultural Assets Conservation Association	Letter	<ul style="list-style-type: none"> <li>• Biodiversity and Conservation</li> <li>• Water environment</li> <li>• Socio-economic impacts</li> <li>• Air and Climate</li> <li>• Project Rationale</li> <li>• Toll price</li> <li>• Traffic load</li> </ul>	<p>Our views about the Project are as below:</p> <ol style="list-style-type: none"> <li>1. The motorways and bridge connections pass through forests of peerless beauty, natural areas and agricultural lands. With this Project, by cutting 360,000 trees, woodlands will be annihilated. 5000 hectares of agricultural land will be eliminated as a result of expropriation. Only in the county of Lapseki about 150,000 fruit trees will be cut or uprooted. In this route, the nature will be irrecoverably damaged, and the ecosystem will be impacted negatively.</li> <li>2. Along the route, irrigation investments such as agricultural ponds, dams, water canals that were constructed by public resources will be damaged and become dysfunctional.</li> <li>3. Water resources along the route will be annihilated and contaminated.</li> <li>4. Roads and connection points, similar to the connecting roads at the bridges across the Bosphorus, will lead to new settlement development and the region will be under serious settlement pressure and this will lead to (speculative/unearned) land income. Even now, land prices around Lapseki has increased seriously.</li> </ol>	

				<p>5. Agricultural land along the alignment will be lost, local people will be unable to engage in agricultural production, lose their jobs and become impoverished. Villagers who lose their lands will sever their ties with agriculture, agricultural production in the region will drop, the villagers will become poor when they deplete the expropriation sums that they would receive for they will not be able to create sustainable revenue.</p> <p>6. The Project will damage the integrity of forest lands, the ecosystem will be broken into pieces, wildlife that dwell in the areas near the route will be negatively impacted. Images of wild boars that wandered into urban areas due to disruption of ecosystem at the Third (Bosphorus) Bridge remain in our memory.</p> <p>7. Dense increase of fossil fuel use will come about due to motorways and the bridge and this will lead to air pollution and contamination of nearby agricultural land due to exhaust gas. Decrease of areas that function as carbon absorbers due to increased carbon emission, and additionally the lost agricultural lands and forests will lead to global warming.</p> <p>8. It is understood even now via the announcements about the Project in the name of public authority to the press that the bridge toll will be fairly high. While ferry prices in Canakkale is 30 to 35 TL, the bridge toll is estimated to be at least three to four times that amount. This situation will bear an additional impact on citizens who cannot even travel due to poverty, while high profits born by the tolls will be pocketed by the operating companies.</p> <p>9. Ferry passages at the Dardanelles are currently operated between (Canakkale) city center and Eceabat, and between Gelibolu and Lapseki. Vehicles that are bound to the other side of the strait come to the respective city centers. This situation benefits the local businesses such as food services and souvenir sales. Decline in ferry operations, and possibly their termination in the future, will negatively impact the local businesses. The villagers whose lands are sold will have to migrate to the metropolitan areas and they will constitute the cheap labor force of the capital.</p> <p>10. Motorways and bridges bring with them population mobility to their vicinity. This situation will lead to new immigration and social impacts. This will negatively impact the Canakkale region, renowned for its peacefulness, tranquility and purity.</p> <p>11. It is stated by scientists that there is not such a traffic load that would necessitate a project of this magnitude in the area on which the Project. It is uncertain whether or not number of vehicle passages will be possible as guaranteed to the investing company in the tender. In case the Project</p>	
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					<p>fails to attain the target, it is clear that the difference sum will be paid to the contractor company by the State for years. This burden will be born from people's pocket, from the taxes that they pay. Investing company will profit while the public is penalized.</p> <p>12. In our country surrounded on three sides with water, it is impossible to understand the non-utility of maritime transport and even the termination of currently established maritime transport (facilities), while implementing foreign-dependent and costlier transportation policies by giving priority to motorway mode of transport. The Project will cause athropy in the region's maritime transport which needs development, and will annihilate it, and will block the implementation of new, permanent maritime transport policies. Transportation policies must be put into practice whereby maritime routes and railroads, which are beneficial in terms of the ecosystem and because of their economic aspect as they are more cost-effective and nature-friendly than freight (land) transport, and concerning passenger transportation, mass transit must be preferred instead of (travel by) individual vehicles.</p>	
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## B. STAKEHOLDER MEETINGS

## B.1 Minutes of the Ad-hoc Muhtars Meeting at Malkara Open Day Meeting

Subject	Ad-hoc Meeting with Muhtars during Malkara Open Day
Date and Time	16 <sup>th</sup> January 2018, 13.00
Venue	Malkara Open Day, Meeting Room
Present	<p>ÇOK A.Ş.:</p> <ul style="list-style-type: none"><li>• MR. Melih Mumcu</li></ul> <p>ACE Consultancy:</p> <ul style="list-style-type: none"><li>• Prof. Dr. Cem Avcı</li></ul> <p>MUHTARS</p> <ul style="list-style-type: none"><li>• Günay Metin – Ballı</li><li>• Şerif Keskin – Ballıköy</li><li>• Rasim Öztürk – Ahievren</li><li>• Zeki Aydın - Küçükhıdır</li><li>• Şadan Kaval – Kavaklıçeşme</li><li>• Hüseyin Yiğit - Aksakal</li><li>• Çimendere Village Representative</li><li>• Temel Aydoğan – Kuyucuk</li></ul> <p>MALKARA MUNICIPALITY</p> <ul style="list-style-type: none"><li>• Malkara Municipality Public Housing Director Handan Beyli and Gokhan Topaloğlu</li></ul>

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## Notes

1. During the open day at Malkara, Muhtars of 7 villages out of 10 attended the event. As the Project Team talked with them an opportunity arose for an ad hoc meeting to discuss specific issues.
  2. The meeting opened with general introductions of the ÇOK A.Ş by Mr. Melih Mumcu
  3. Prof. Dr. Cem Avcı explained the ESIA finding and mitigation measures.
  4. Malkara Municipality Public Housing Director Handan Beyli and Gokhan Topaloğlu was present and they helped as an intermediary with the Muhtars since they know them.
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## Questions and Comments

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ITEM	QUESTION/COMMENT	ESIA RELATED RESPONSE
1	Wells and Subterrain Waters. Muhtars expressed their concerns about the shallow wells near the alignment. The wells of some of the farmers are located directly under the alignment. Muhtars were wondering what could be done to save the body of subterrain water in the Project. Some wells were not registered with the State Water Works (DSİ) and as a result the unregistered wells would not be able to be compensated as part of the expropriation process. The muhtars were advised to tell the owners of registered wells to fill Grievance Forms specifying the parcel and lot numbers of their land to have their location assessed.	
2	Some farmers were having difficulty getting loans from banks with their lands as collateral because KGM has annotated their title deeds with remarks of (planned) expropriation. The muhtars were assured that the annotation would have no impact on getting loans and the annotation	

	was intended to as a precaution in case of selling the land to third parties.	
3	The muhtars requested the list of parcels under expropriation which is not finalised. They were advised to wait for finalization.	
4	Public Housing Director of Malkara Municipality asked coordination was secured with the provincial directorates of the central government ministries such as ministries of Forestry, Health, Water, Civil Works, etc. She was concerned about coordination with DSI regarding water reservoirs in the vicinity. She was assured that KGM is in contact with DSI. She asked about quarries. The Project team responded that their locations are not finalized among alternatives.	
5	Muhtars asked about passage of animals through underpasses. They were advised to fill Grievance Forms stating the passage locations. The Project team, mentioning the currently planned 36 underpasses spanning 88 kilometers, said that they would take the grievances into consideration and try to accommodate the requests for underpasses.	
6	Muhtar of Küçükheidir said that they have an underpass about 100 meters from the junction. He requested (and filled a Grievance Form) to keep and improve that underpass. Also, he requested two additional underpasses near his village at around the Malkara Junction.	



## B.2 Minutes of the IDA Solidarity Association Meeting

Subject	Ad-hoc Meeting with IDA Solidarity Association during Çanakkale Open Day
Date and Time	17 <sup>th</sup> January 2018, 12.00
Venue	Çanakkale Open Day, Meeting Room
Present	<p>ÇOK A.Ş.:</p> <ul style="list-style-type: none"><li>• MR. Melih Mumcu</li></ul> <p>ACE Consultancy:</p> <ul style="list-style-type: none"><li>• Prof. Dr. Cem Avcı</li></ul> <p>CUE PROJECT.:</p> <ul style="list-style-type: none"><li>• Ali Gökhan</li><li>• Ms. Yasemin Arslan</li></ul> <p>IDA SOLIDARITY ASSOCIATION</p> <ul style="list-style-type: none"><li>• Ekrem Akgül</li><li>• Nermin Tokgöz</li><li>• Güngör Şaşmaz</li><li>• O. Nuri Özer</li><li>• Pınar Bilir</li><li>• Şerife Ergun</li><li>• Güngör Yılmaz</li><li>• Ahmet Düzgün</li></ul>

### Notes

The meeting opened with general introductions of the ÇOK A.Ş by Mr. Melih Mumcu

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Prof. Dr. Cem Avcı explained the ESIA finding and mitigation measures.

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Members of the association expressed that they were not expecting a open day type of event. Their expectation was to have a public meeting which they found more useful

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### Questions and Comments

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ITEM	QUESTION/COMMENT	ESIA RELATED RESPONSE
1	How did EIA report developed and finalized before the bid and the construction started?	Information given according to Esia chapter “4.4 Eia Process Under Turkish Eia Regulation.” And stated that KGM is the responsible of EIA which developed earlier.
2	There is going to be a long road and bridge construction between Kinalı-Balikesir line. There are many lands, lakes, gardens, forests and natural beauties on the construction area line, in total 50,000 decares of farm land will be expropriated, unlimited number of farm workers will be unemployed.	It is pointed that ÇOK A.Ş is only responsible for Malkara-Çanakkale section of Kinali Savaştepe Motorway project. Findings and mitigation measures including socio economic and environmental impacts can be found at the draft ESIA report of concerned section.
3	You are saying that, this Project is going to make for the transportation of farming products. How are you going to transport vanished and unproduced farming products? They are all going to be destroyed. Total farming percentage has already decreased by 7.5 %. You are destroying farming, lowering the percentage of arable land.	Response given according to ESIA chapter 7.11 Displacement of Existing Land, Use, Property and People and, chapter 7.3 Geology, Soils and Contaminated Land
4	Canakkale is the heart of historical and natural tourism. You are destroying historical areas and tourism.	Response is given according to ESIA chapter 7.10 Socio-economic Assessment and 7.14 Archaeology and Built Heritage
5	Village Institutes have been shut down. Now it's turn to destroy the nature, history and everything that belongs to us. We don't think this destruction will end. After this Project, a different destruction project will begin. Why	

	are you investing on destruction and then invest on healing on the victims of your destruction?	
6	You are forcing us to emigrate from our lands?	
7	The road and the bridge is not a need. For example, during the GAP Project, they have built lakes and dams to create energy, local people living near dams do not have neither electricity nor water. You are building a bridge and road, where locals don't need and won't use.	
8	In the area, we have developed organic farming to create natural and better life. We are working on it so deeply. Our farming products like cherries, peaches will be destroyed. In this world, people are trying to live organic and healthy. We would like to take all of us to a higher level in health with our natural farm products, you are taking us down.	
9	Citizens sue governments, due to the pollution and acts causing global warming, to sustain their fresh air to breathe- you are destroying the overall health.	
10	You are building a bridge and a road on an earthquake line. Are you aware of it?	
11	Roads and bridges in the West, have been created with viaducts. They are passing over the forests, not destroying them. You are destroying the nature and natural values just for a road.	
12	Please confess, you are going to build a road for nuclear and thermal power plants and gold mines. You are hiding it. This project is the first stage.	
13	How will this bridge effect the marine traffic?	
14	What is the distance of highway to Çokal Dam in related section?	
15	How did you calculated that 4000 people will work for the project?	
16	New trees should be planted for the ones that will be cut.	

17	Why people should pay for a road which they won't use?	
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### B.3 Minutes of the Umurbey Women's Meeting

Subject	During the ESIA Disclosure Roadshow, a meeting exclusive to women in Umurbey.
Date and Time	19 <sup>th</sup> January 2018, 15.00
Venue	Umurbey Handicraft Classroom
Present	<p>ÇOK A.Ş.:</p> <ul style="list-style-type: none"> <li>Ms. Didem Ekşi</li> </ul> <p>ERM:</p> <ul style="list-style-type: none"> <li>Iulia Luta</li> </ul> <p>ATTENDANCE: 25 INDIVIDUALS</p>

#### Notes

The meeting opened with general introductions of the ÇOK A.Ş and explanations for the reason of the meeting.

Ms. Ekşi gave a brief about the project details and Ms. Luta explained the ESIA finding and mitigation measures.

## Questions and Comments

ITEM	QUESTION/COMMENT	ESIA RELATED RESPONSE
1	Participants stated that reaching the company officials easily is very important for them.	They have been informed that the grievance mechanism is set and there are many ways to communicate and transmit their comments.
2	As soon as the nonlocal construction personnel starts to live in our local area, how would ÇOK A.Ş going to control the local people's health and safety requirements? Are the construction workers going to be vaccinated?"	Responded according to chapter 7.12 Labour and Working Conditions and table 7.26 Significant Construction Labour and Working Conditions Impacts and Mitigation
3	The highway itself is not passing through from my farm. However, there is going to be great pollution because of the construction. If anything happens to my farm due to the pollution, how are going to compensate my loss?	Response was given according to Table 7.30 Significant Construction Archaeology and Built Heritage Impacts and Mitigation point 4
4	Are there only foreign / nonlocal construction personnel? Do you have plans for to hire local construction workers?	Response was given according to Table 7.23 Significant Construction Socio-Economic Impacts and Mitigation
5	We heard that the individuals whose lands are expropriated as part of the bridge project would not pay any toll. Is this true?	
6	22 decare of our land is going to expropriated. How are you going to compensate our loss? What is the price of our expropriated land?	Information is given that, expropriation is being made by KGM according to Turkish Laws. There is information on GLAC about the procedures but for any further question they should visit KGM Information Office in Lapseki.
7	During the last year, many nonlocal contractors came to our village. Their presence here caused many problems. You told that there will be trainings etc; but we are afraid of disturbance. We have bad experiences from past projects.	

## C. ESIA DISCLOSURE MATERIALS

## C.1 - NEWSPAPER ANNOUNCEMENTS

### C.1.1 – Newspaper Announcements

# 1915 ÇANAKKALE KÖPRÜSÜ ve OTOYOLU PROJESİ

## Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma Duyurusu

T.C. Ulaştırma, Denizcilik ve Haberleşme Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından planlanan 324 km'lik Kınalı-Tekirdağ-Çanakkale-Savaştepe Otoyolu Projesi'nin orta kesiminde, 1915 Çanakkale Köprüsü ve Malkara-Çanakkale Otoyolu Projesi yer almaktadır. 88 km otoyol ve 13 km bağlantı yolu olmak üzere toplam 101 km uzunluğundaki otoyol kesimi ve Çanakkale Boğazı'nı geçecek bir otoyol köprüsünden oluşan bu Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi için KGM, rekabete dayalı uluslararası ihale sonucunda 16 yıl 2 ay 12 günlük süre için Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş.'yi Mart 2017 tarihinde görevlendirmiştir. İşletme süresi sonunda köprü ve otoyol bölümleri kamuya devredilecektir.

İhale öncesinde, yürürlükteki mevzuat kapsamında bir çevresel etki değerlendirme süreci tamamlanmış ve hazırlanan Çevresel Etki Değerlendirme (ÇED) Raporu, Çevre ve Şehircilik Bakanlığı tarafından onaylanmıştır. İhalenin sonuçlanmasından ardından ise proje tasarımı sürecinde uluslararası standart ve kurallara uygun bir Çevresel ve Sosyal Etki Değerlendirmesi (ÇSED) çalışması gerçekleştirilmiştir. Bu çalışmalar sonucunda elde edilen bulgular doğrultusunda hazırlanan ÇSED Raporu Taslağı, kamuoyu ve paydaşların açık görüşüne sunulmaktadır.

#### Görüşlerinizi bekliyoruz

Siz değerli paydaşlarımızın görüşlerini almak Proje'mize önemli katkılar sağlayacaktır. ÇSED Raporu Taslağı'nda yer alan bilgiler, [www.1915canakkale.com](http://www.1915canakkale.com) internet sitesinden ücretsiz olarak okunabilir ve indirilebilir. Tüm görüşlerinizi 7 Şubat 2018 mesai bitimine kadar, e-posta yoluyla [info@1915canakkale.com](mailto:info@1915canakkale.com) hesabına ya da mektupla aşağıdaki paydaş iletişim adresine yazılı olarak veya 0850 281 44 88 numaralı Proje Telefon Hattı'nı arayarak bildiriniz. Tarafımıza ulaşan görüşleriniz değerlendirilerek, halen taslak halindeki raporu nihai hale getirmek doğrultusunda ÇSED Raporu'nda gerekli revizyonlar yapılacaktır. Takip eden 30 günlük sürede gelen görüşleriniz aynı özenle ele alınacak ve ÇSED Raporu'nun ileri tarihli sürümünde ek olarak yer alacaktır.

#### Bilgi ve Belgelere Erişebileceğiniz Noktalar

ÇSED belgelerine Proje güzergahı üzerindeki şu noktalarda erişebilirsiniz: Malkara, Gelibolu, Lapseki ve Çanakkale belediye başkanlığı binaları, Tekirdağ ilinin Malkara ilçesine bağlı Ahievren, Küçükahır, Kuyucu, Alaybey, Kavakçeşme, Balı, Aksakal, Balabanlık, Çimendere ve Elmalı'nın köylerinin muhtarlıkları, Çanakkale ilinin Gelibolu ilçesine bağlı Çokal, Yütlüce, Kavakköy, Koruköy, Demirtepe, Bolayır, Güneyli, Ocaklı, Kavaklı, Cevizli, Bayırköy ve Sütlüce köylerinin muhtarlıkları ile Çanakkale ilinin Lapseki ilçesine bağlı Suluca, Kemiklialan, Gökçöy, Umurbey ve Sındal köylerinin muhtarlıkları.

#### Paydaş İletişim Adresi:

**'1915 Çanakkale Köprüsü ve Otoyolu Projesi ÇSED Danışma Süresi'**  
Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30,  
Büyükdere Caddesi, Levent, 34330 İstanbul

#### ÇSED Tanıtım Etkinlikleri

Proje güzergahına yakın farklı noktalarda kamuya açık yedi adet ÇSED Tanıtım Etkinliği düzenlenecektir. Etkinliklerden ikisi 11:00-20:00 saatleri arasında tüm gün sürecek **ÇSED Danışma ve Tanıtım Sergileri** ve beşi ikişer saat olarak planlanan **ÇSED Bilgilendirme Toplantıları** şeklinde olacaktır.

#### Hassas Grupların Katılımı

Engelli vatandaşlar, yaşlılar, toplum baskısından çekinen bireyler, seyahat engeli olanlar ve küçük çocukları olduğu için etkinliklere katılamayacağını düşünen kadınlar dahil tüm hassas grupların katılımını teşvik etmekteyiz. Gelecek talepler ve saptadığımız ihtiyaçlar doğrultusunda, etkinlik takviminde yer almayan özel toplantıları düzenlenmesi de söz konusu olabilecektir. Hassas gruplara mensup bireyler **0850 281 44 88** numaralı Proje Telefon Hattı'nı arayarak destek taleplerini iletebilirler.

Malkara	: 16 Ocak 2018,	11.00 - 20.00	Belediye Düğün Salonu
Çanakkale	: 17 Ocak 2018,	11.00 - 20.00	Türkan Saylan Sosyal Tesisleri
Gelibolu	: 18 Ocak 2018,	12.00 - 14.00	Atatürk Kültür Merkezi
Sütlüce	: 18 Ocak 2018,	18.00 - 20.00	Köy Kahvesi
Lapseki	: 19 Ocak 2018,	12.00 - 14.00	Belediye Sahil Sosyal Tesisleri
Umurbey	: 19 Ocak 2018,	18.00 - 20.00	Çok Amaçlı Salon
Bolayır	: 20 Ocak 2018,	12.00 - 14.00	Şehit Nuriye Ak Ortaokulu

1915 Çanakkale Köprüsü ve Otoyolu Projesi'ne gösterdiğiniz ilgiye şimdiden teşekkür eder, önümüzdeki günlerde görüşlerinizi bildirirken ve etkinliklerimize katılımınızı görmekten mutluluk duyarız.



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





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08.01.2018 Pazartesi

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## 1915 ÇANAKKALE KÖPRÜSÜ ve OTOYOLU PROJESİ

### Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma Duyurusu

T.C. Ulaştırma, Denizcilik ve Haberleşme Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından planlanan 324 km'lik Kınalı-Tekirdağ-Çanakkale-Savaştepe Otoyolu Projesi'nin orta kesiminde, 1915 Çanakkale Köprüsü ve Malkara-Çanakkale Otoyolu Projesi yer almaktadır. 88 km otoyol ve 13 km bağlantı yolu olmak üzere toplam 101 km uzunluğundaki otoyol kesimi ve Çanakkale Boğazı'nı geçecek bir otoyol köprüsünden oluşan bu Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi için KGM, rekabete dayalı uluslararası ihale sonucunda 16 yıl 2 ay 12 günlük süre için Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş.'yi Mart 2017 tarihinde görevlendirmiştir. İşletme süresi sonunda köprü ve otoyol bölümleri kamuya devredilecektir.

İhale öncesinde, yürürlükteki mevzuat kapsamında bir çevresel etki değerlendirme süreci tamamlanmış ve hazırlanan Çevresel Etki Değerlendirme (ÇED) Raporu, Çevre ve Şehircilik Bakanlığı tarafından onaylanmıştır. İhalenin sonuçlanmasından ardından ise proje tasarımı sürecinde uluslararası standart ve kurallara uygun bir Çevresel ve Sosyal Etki Değerlendirmesi (ÇSED) çalışması gerçekleştirilmiştir. Bu çalışmalar sonucunda elde edilen bulgular doğrultusunda hazırlanan ÇSED Raporu Taslağı, kamuoyu ve paydaşların açık görüşüne sunulmaktadır.

**Görüşlerinizi bekliyoruz**

Siz değerli paydaşlarımızın görüşlerini almak Proje'mize önemli katkılar sağlayacaktır. ÇSED Raporu Taslağı'nda yer alan bilgiler, [www.1915canakkale.com](http://www.1915canakkale.com) internet sitesinden ücretsiz olarak okunabilir ve indirilebilir. Tüm görüşlerinizi 7 Şubat 2018 mesai bitimine kadar, e-posta yoluyla [Info@1915canakkale.com](mailto:Info@1915canakkale.com) hesabına ya da mektupla aşağıdaki paydaş iletişim adresine yazılı olarak veya **0850 281 44 88** numaralı Proje Telefon Hattı'nı arayarak bildiriniz. Tarafımıza ulaşan görüşleriniz değerlendirilerek, halen taslaq halindeki raporu nihai hale getirmek doğrultusunda ÇSED Raporu'nda gerekli revizyonlar yapılacaktır. Takip eden 30 günlük sürede gelen görüşleriniz aynı özenle ele alınacak ve ÇSED Raporu'nun ileri tarihli sürümünde ek olarak yer alacaktır.

**Bilgi ve Belgelere Erişilebileceğiniz Noktalar**

ÇSED belgelerine Proje güzergahı üzerindeki şu noktalarda erişebilirsiniz: Malkara, Gelibolu, Lapseki ve Çanakkale belediye başkanlığı binaları, Tekirdağ ilinin Malkara ilçesine bağlı Ahievren, Küçükhidir, Kuyucu, Alaybey, Kavakçeşme, Ballı, Aksakal, Balabancık, Çimendere ve Elmalı'nın köylerinin muhtarlıkları, Çanakkale ilinin Gelibolu ilçesine bağlı Çököl, Yülüce, Kavakköy, Koruköy, Demirtepe, Bolayır, Güneyli, Ocaklı, Kavaklı, Cevizli, Bayırköy ve Sülüce köylerinin muhtarlıkları ile Çanakkale ilinin Lapseki ilçesine bağlı Suluca, Kemiklialan, Cököy, Umurbey ve Sındal köylerinin muhtarlıkları.

**Paydaş İletişim Adresi:**

**'1915 Çanakkale Köprüsü ve Otoyolu Projesi ÇSED Danışma Süreci'**  
Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30,  
Büyükdere Caddesi, Levent, 34330 İstanbul

Malkara	: 16 Ocak 2018,	11.00 - 20.00	Belediye Duğun Salonu
Çanakkale	: 17 Ocak 2018,	11.00 - 20.00	Türkan Saylan Sosyal Tesisleri
Gelibolu	: 18 Ocak 2018,	12.00 - 14.00	Atatürk Kültür Merkezi
Sülüce	: 18 Ocak 2018,	18.00 - 20.00	Köy Kahvesi
Lapseki	: 19 Ocak 2018,	12.00 - 14.00	Belediye Sahil Sosyal Tesisleri
Umurbey	: 19 Ocak 2018,	18.00 - 20.00	Çok Amaçlı Salon
Bolayır	: 20 Ocak 2018,	12.00 - 14.00	Şehit Nuriye Ak Ortaokulu

1915 Çanakkale Köprüsü ve Otoyolu Projesi'ne gösterdiğiniz ilgiye şimdiden teşekkür eder, önümüzdeki günlerde görüşlerinizi bildirirkenizden ve etkinliklerimizle katılımınızı görmekten mutluluk duyarız.

# GAZETE VİTAMİN

## BİZE ULAŞIN: 213 34 88

## HATALI SÜRÜCÜLERE CEZA YAĞDI

Çanakkale'de trafik kurallarına uymayan araç sürücülerine ceza yağdı. Yapılan kontrollerde 78 araç sürücüsüne toplam 21 bin 426 lira idari para cezası kesildi.

İl Emniyet Müdürlüğü Trafik Şube ekipleri, yaptıkları trafik uygulamalarında 269 araç sürücüsünü kontrol etti. Kontrol edilen araçlar sürücülerinden 78 tanesine toplam 21 bin 426 lira idari para cezası kesildi. Öte yandan, 3 alkollü araç sürücüsünün ehliyetine el konulurken, 5 araçta trafikten men edildi. (İHA)




## C.1.5 – Scan of Newspaper Announcements on Kalem (Çanakkale's Local Newspaper)

8

# Kalem

Pazartesi, 8 Ocak 2018

### Sağlık-Sen'den Ankara çıkarması



Kızılcahamam'da gerçekleşen eğitim programında, sendika temsilcileri Memur-Sen Genel Başkanı Ali Yalçın ile görüşüp kamu görevlilerinin beklentilerini ve sorunlarını aktararak sohbet ettiler. ■ HABER MERKEZİ

### TKDK'dan Çağrı İlanı Eğitimi



TKDK, "Tarımsal İşletmelerin Fiziki Varlıklarına Yönelik Yatırımlar" ile "Çiftlik Faaliyetlerinin Çeşitlendirilmesi ve İş Geliştirme" tedbir-lerinden başvuruların kabul edileceği IPARD II Programı Üçüncü Başvuru Çağrı İlanı kapsamında tanıtım faaliyetleri hızla devam ediyor.

## 1915 ÇANAKKALE KÖPRÜSÜ ve OTOYOLU PROJESİ

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İhale öncesinde, yürürlükteki mevzuat kapsamında bir çevresel etki değerlendirme süreci tamamlanmış ve hazırlanan Çevresel Etki Değerlendirme (ÇED) Raporu, Çevre ve Şehircilik Bakanlığı tarafından onaylanmıştır. İhalenin sonuçlanmasından itibaren ise proje tasarımı sürecinde uluslararası standart ve kurallara uygun bir Çevresel ve Sosyal Etki Değerlendirmesi (ÇSED) çalışması gerçekleştirilmiştir. Bu çalışmalar sonucunda elde edilen bulgular doğrultusunda hazırlanan ÇSED Raporu Taslağı, Kamuoyu ve paydaşların açık görüşüne sunulmaktadır.

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**Bilgi ve Belgelere Erişebileceğiniz Noktalar**

ÇSED belgelerine Proje güzergahı üzerindeki şu noktalarda erişebilirsiniz: Malkara, Gelibolu, Lapseki ve Çanakkale belediye başkanlığı binaları, Tekirdağ ilinin Malkara ilçesine bağlı Ahısken, Kükükdüz, Kuyucu, Alaybey, Kavakçesme, Balı, Akşakal, Batabancık, Çimendere ve Elmalı'nın köylerinin muhtarlıkları, Çanakkale ilinin Gelibolu ilçesine bağlı Çökeli, Yülcere, Kavaklıköy, Koruköy, Demirtepe, Bolayır, Güneyli, Çökeli, Kavaklı, Cevizli, Bayırköy ve Sultucı köylerinin muhtarlıkları ile Çanakkale ilinin Lapseki ilçesine bağlı Suluca, Kemiklisan, Gökçöy, Umurbey ve Sindal köylerinin muhtarlıkları.

**Paydaş İletişim Adresi:**

"1915 Çanakkale Köprüsü ve Otoyolu Projesi ÇSED Danışma Süreci" Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30, Büyükdere Caddesi, Levent, 34330 İstanbul

**ÇSED Tanıtım Etkinlikleri**

Proje güzergahına yakın farklı noktalarda kamuya açık yedi adet ÇSED Tanıtım Etkinliği düzenlenecektir. Etkinliklerden ikisi 11:00-20:00 saatleri arasında tüm gün sürecek ÇSED Danışma ve Tanıtım Sergileri ve beş ikisi saat olarak planlanan ÇSED Bilgilendirme Toplantıları şeklinde olacaktır.

**Hassas Grupların Katılımı**

Engelli vatandaşlar, yaşlılar, toplum baskısından çekinen bireyler, seyahat engeli olanlar ve küçük çocukları olduğu için etkinliklere katılmayacağını düşünen kadınlar dahil tüm hassas grupların katılımını teşvik etmekteyiz. Gelecek talepler ve saptadığımız ihtiyaçlar doğrultusunda, etkinlik takviminde yer almayan özel toplantıların düzenlenmesi ile söz konusu olabilecektir. Hassas gruplara mensup bireyler 0850 281 44 88 numaralı Proje Telefon Hattı'nı arayarak destek taleplerini iletebilirler.

1915 Çanakkale Köprüsü ve Otoyolu Projesi'ne gösterdiğiniz ilgiye şimdiden teşekkür eder, önemümlü günlerde görüşlerinizi bildirirkenizden ve etkinliklerimize katılımınızı görmekten mutluluk duyarız.



ÇANAKKALE OTOYOL VE KÖPRÜSÜ  
PAZARTESİ 8 OCAK 2018

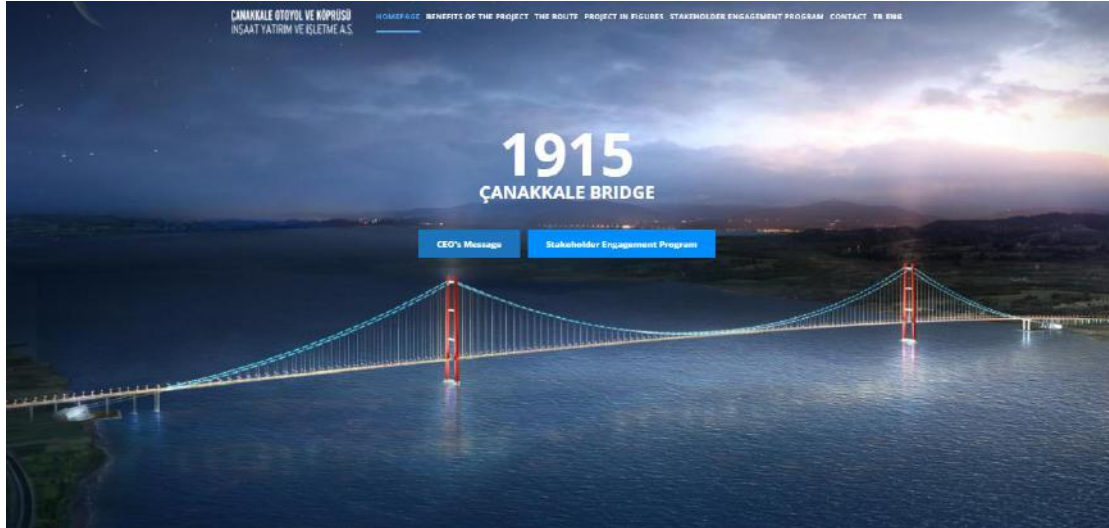




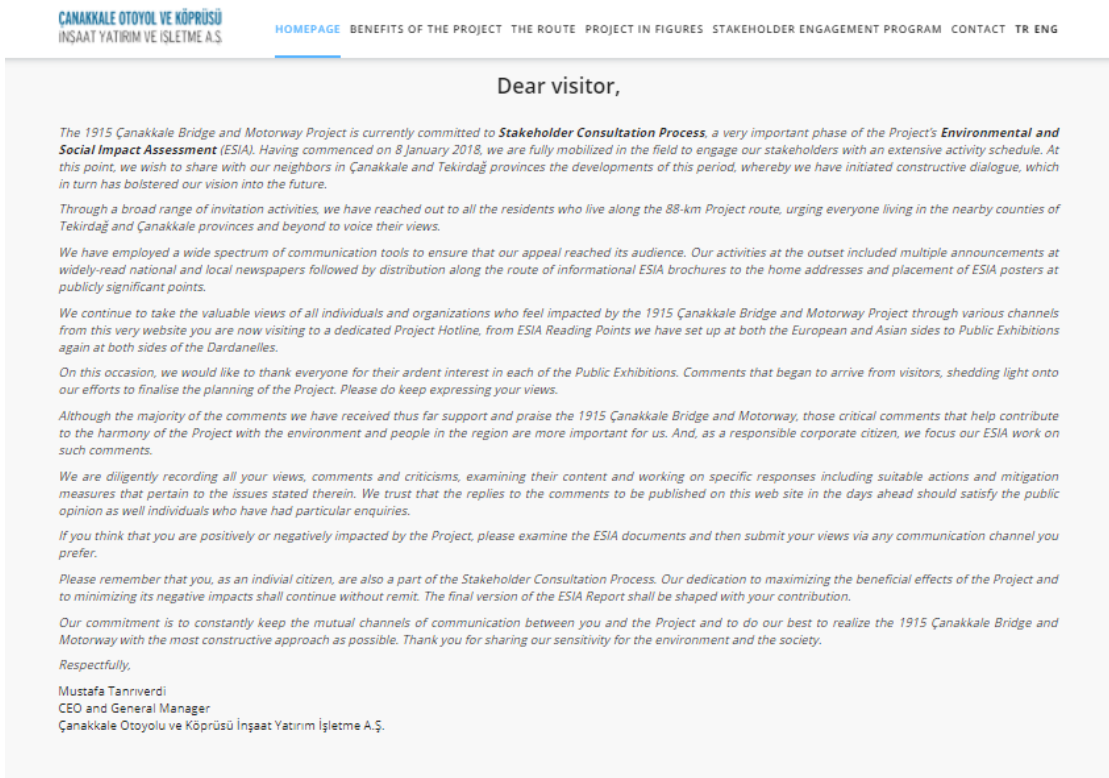


## C.2 WEB SITE SCREENSHOTS

### C.2.1 – Main landing page of the renewed Project website



### C.2.2 – Ceo message / importance of ESIA and public disclosure



## C.2.3 – ESIA documents landing page on the Project website

### What is ESIA and Why is it Important?

As the pace of advancement across the world accelerated, the 21st century dawned as a new era where perceptions and practices are drastically changed from the recent past when environmental and social impacts, risks and sensitivities were not sufficiently considered. Today, it is out of question that any project at any scale, and especially large scale infrastructure investments, commence or continue without taking all social, environmental and global aspects into account. This is a day that all responsible companies across all industries act with the recognition that they ought to operate in harmony with neighbors within their community as well as with the awareness that they are part of a global business context. The partners in Çanakkale Otoyolu ve Köprüsü İnşaat Yatırım ve İşletme Anonim Şirketi continue all their enterprises everywhere around the world as accountable corporate citizens who are sensitive to the environmental and social issues dictated by their visions and business principles. The corporate identity of the 1915 Çanakkale Bridge and Motorway Project is based on this contemporary conception.

Completion of an Environmental and Social Impact Assessment (ESIA) has been an important phase of the the 1915 Çanakkale Bridge and Motorway Project. As part of the ESIA, comprehensive studies have been undertaken where all the aspects which may be impacted by the Project have been examined and assessed. ERM GmbH (Environmental Resources Management), one of world's leading environmental and social impact consultants and ACE Consultancy and ENCON firms, their Turkish associates were assigned specifically for this purpose. ESIA has been undertaken in accordance the Equator Principles, a set of conventions agreed by various major international financial institutions and based on the IFC (International Finance Corporation) Policy on Social and Environmental Sustainability. These standards embrace strict criteria for assessment and management of social and environmental impacts and risks. The measures, practices and design improvement process to mitigate the impacts as much as possible continues relentlessly.

As part of the ESIA process, a draft report was published and an intensive communication effort is initiated for a one month Public Disclosure Period between 8 January and 7 February 2018 to engage all Project stakeholders into the process. **Following this, the ESIA Report, including an Environmental and Social Management Plan for the Project, has been completed and is available below.**

  
Environmental and Social Impact Assessment (ESIA)

  
Non-Technical Summary (NTS)

  
Environmental and Social Management Plan (ESMP)

  
Stakeholder Engagement Plan (SEP)

  
Guide to Land Acquisition and Compensation (GLAC)

  
ESIA Disclosure Stakeholder Engagement Program Brochure


Meeting Venues & Hours

Shuttle Departure Hours

Grievance Form

## C.3 ROADSHOW POSTER

### C.3.1 – Initial Road Show Poster



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Proje tasarımında öngörülen süreçlerden biri de yürürlükteki mevzuat ve uluslararası standart ve kurallara uygun bir **Çevresel ve Sosyal Etki Değerlendirmesi**'nin (ÇSED) tamamlanmasıdır. ÇSED Raporu'nun bulguları 8 Ocak 2018 tarihinden itibaren 30 günlük bir kamuoyu ile danışma süresince kamuoyu ve paydaşların açık görüşüne sunulmuştur.

### ÇSED Tanıtım Etkinlikleri

Proje güzergahına yakın farklı noktalarda kamuya açık yedi adet ÇSED Tanıtım Etkinliği düzenlenecektir. Etkinliklerden ikisi 11:00-20:00 saatleri arasında tüm gün sürecek **ÇSED Danışma ve Tanıtım Sergileri** ve beşi ikışer saat olarak planlanan **ÇSED Bilgilendirme Toplantıları** şeklinde olacaktır.

Malkara	: 16 Ocak 2018, 11.00 - 20.00	Belediye Düğün Salonu
Çanakkale	: 17 Ocak 2018, 11.00 - 20.00	Türkan Saylan Sosyal Tesisleri
Gelibolu	: 18 Ocak 2018, 12.00 - 14.00	Atatürk Kültür Merkezi
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Lapseki	: 19 Ocak 2018, 12.00 - 14.00	Belediye Sahil Sosyal Tesisleri
Umrurbey	: 19 Ocak 2018, 18.00 - 20.00	Çok Amaçlı Salon
Bolayır	: 20 Ocak 2018, 12.00 - 14.00	Şehit Nuriye Ak Ortaokulu

### Görüşlerinizi Bekliyoruz!

Proje ve ÇSED Raporu Taslağı'nda yer alan bulgular ile ilgili görüş, yorum ve sorularınızı iletmenizi bekliyoruz. Görüş ve yorumlarınızı lütfen e-posta yoluyla [info@1915canakkale.com](mailto:info@1915canakkale.com) hesabına ya da mektupla aşağıdaki adrese, en geç 7 Şubat 2018 tarihinde mesai bitimine kadar yazılı olarak veya Proje Telefon Hattı'nı arayarak bildiriniz. Taslak halindeki Rapor, alınan görüşleri yansıtacak biçimde güncellenecektir. Takip eden 30 günlük sürede gelen görüş ve yorumlarınız ise aynı özenle ele alınacak ve ilerleyen süreçte ÇSED Raporu'nun ileri tarihli sürümünde ek olarak yer alacaktır.

**Adresi: 1915 Çanakkale Köprüsü ve Otoyolu Projesi ÇSED Danışma Süreci**  
Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30, Büyükdere Caddesi,  
Levent, 34390 İstanbul

Alınan bütün yorumlar, proje tasarımı ve ÇSED Raporu'nun nihai hale getirilmesi kapsamında değerlendirilecektir.

### Hassas Grupların Katılımı ve Ulaşım İmkânı

Engelli vatandaşlar, yaşlılar, toplum baskısından çekinen bireyler, seyahat engeli olanlar ve küçük çocukları olduğu için süreç etkinliklerine katılamayacağını düşünen kadınlar dahil tüm hassas grupların katılımını teşvik etmekteyiz. Gelecek talepler ve saptadığımız ihtiyaçlar doğrultusunda, etkinlik takviminde yer almayan özel toplantıların düzenlenmesi de söz konusu olabilecektir. Hassas gruplara mensup bireylerin **0850 281 44 88** numaralı Proje Telefon Hattı'nı arayarak destek talep etmelerini bekliyoruz.

Yaşadığı yerleşim biriminde Bilgilendirme Toplantısı düzenlenmeyen kişilerin de en yakındaki toplantı mekanına taşınması için ortak noktalardan mümkün olduğunca toplu ulaşım imkânı sağlanacaktır. Ulaşım konusunda lütfen bağlı bulunduğunuz muhtarlıktaki duyurulan takip ediniz.

### Bilgi ve Belgelere Tam Erişim, Kesintisiz İletişim

ÇSED Raporu Taslağı'ndaki bulgu ve sonuçlar ile Proje hakkında bilgiler, [www.1915canakkale.com](http://www.1915canakkale.com) adresindeki internet sitesinden ücretsiz olarak okunabilir ve indirilebilir. Ayrıca, **0850 281 44 88** numaralı Proje Telefon Hattı'ndan iletişim kurabilirsiniz.

Teknik Olmayan Özet, Paydaş Katılım Planı, Çevresel ve Sosyal Yönetim Plan Taslağı'nı içeren **ÇSED Raporu Taslağı**'ni Malkara, Gelibolu, Lapseki ve Çanakkale Belediye Başkanlığı binalarında oluşturulan **ÇSED İnceleme Noktaları**'nda, yerinde okuyabilirsiniz. Bu adreslerde, ayrıca, Kamuoyu ve Paydaşlar ile Danışma Süreci Broşürü, Kamulaştırma Bilgi Rehberi ile Şikayet ve Öneri Formuna da erişebilirsiniz.




Proje güzergahına yakın konumda bulunmaları nedeniyle bilgilendirme çalışmalarının yoğunlaştırıldığı Tekirdağ ilinin Malkara ilçesine bağlı Ahievren, Küçükahır, Kuyucu, Alaybey, Kavakçeşme, Balı, Aksakal, Balabancık, Çimendere ve Elmalı köylerinin muhtarlıkları ile Çanakkale ilinin Gelibolu ilçesine bağlı Çokal, Yülüce, Kavakköy, Koruköy, Demirtepe, Bolayır, Güneşli, Ocaklı, Kavaklı, Cevizli, Bayırköy ve Sütlüce ve Lapseki ilçesine bağlı Suluca, Kemiklialan, Cökköy, Umrurbey ve Sındal köylerinin muhtarlıklarında Proje ile ilgili şu belgelere erişebilirsiniz: Teknik Olmayan Özet, Paydaş Katılım Planı, Kamuoyu ve Paydaşlar ile Danışma Süreci Broşürü, Kamulaştırma Bilgi Rehberi ve Şikayet ve Öneri Formu.

### Kamulaştırma

Proje kapsamında, otoyol güzergahında KGM tarafından kamulaştırma işlemi yapılması söz konusu olacaktır. Bu konudaki görüş ve şikayetleriniz için Karayolları Genel Müdürlüğü'nün aşağıdaki adreslerdeki merkezlerine başvurulabilir ve ÇSED sürecine dair belgelerin bulunduğundaki tüm noktalarda ise **Kamulaştırma Bilgi Rehberi**'ne erişebilirsiniz:

**Gelibolu:** Yazıcızade Mah. Damla Sitesi C Blok D: 13 Gelibolu, Çanakkale  
**Lapseki:** Gazi Süleyman Paşa Mah. Onur Cad. No: 15 Lapseki, Çanakkale

**1915 Çanakkale Köprüsü ve Otoyolu Projesi'ne gösterdiğiniz ilgiye teşekkür eder, önümüzdeki günlerde görüşlerinizi bildirmenizi ve etkinliklerimize katılımınızı bekleriz.**





## C.4 ÇOK A.Ş. LETTERS TO NGO'S

### C.4.1 – ÇOK A.Ş Letters to NGOs

Page1

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

8 Ocak 2018

Sayın Yetkili,

**Konu: 1915 Çanakkale Köprüsü ve Otoyolu Projesi için Çevresel ve Sosyal Etki Değerlendirmesi Taslağı Kamuoyu ve Paydaşlarla Danışma Süreci**

T.C. Ulaştırma, Denizcilik ve Haberleşme Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından planlanan 324 km'lik Kınalı-Tekirdağ-Çanakkale-Savaştepe Otoyolu Projesi kapsamında, Tekirdağ iline bağlı Malkara ilçesinin güneyinden başlayıp Çanakkale ili sınırlarındaki Gelibolu Yarımadası'na uzanan ve Sütlüce ile Şekerkaya mevkileri arasında Çanakkale Boğazı'nı geçerek Lapseki ilçesine ulaşan kesimdeki **1915 Çanakkale Köprüsü ve Malkara-Çanakkale Otoyolu Projesi** yer almaktadır. 88 km yol ve 13 km bağlantı yolu olmak üzere toplam 101 km uzunluğundaki bu otoyol kesimi ve Çanakkale Boğazı'nı geçecek bir otoyol köprüsünün Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi için KGM, rekabete dayalı uluslararası ihale sonucunda 16 yıl 2 ay 12 günlük süre için Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş.'yi Mart 2017'de görevlendirmiştir. İşletme süresi sonunda köprü ve otoyol bölümleri kamuya devredilecektir.

Proje'deki Görevli Şirket konumundaki Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş., Türkiye'nin sorumluluk sahibi bir kurumsal vatandaşı olarak, 1915 Çanakkale Köprüsü ve Otoyolu Projesi'nin muhtemel etkileri konusunda duyarlıdır. Çevresel ve Sosyal Etki Değerlendirmesi (ÇSED) adı verilen bir süreç, kamuoyu ve paydaşların görüşlerini anlamak ve dikkate almak, bu duyarlılığının bir sonucudur. Görevli şirket, tasarımın nihai hale getirilmesi ve 2018'in ikinci çeyreğinde inşaatın başlaması öncesinde Proje'nin ÇSED sürecinin yürütülmesi için uluslararası bağımsız danışmanlık kuruluşu Environmental Resources Management (ERM GmbH) ve bu kuruluşun Türkiye'de işbirliği yaptığı ACE Danışmanlık ve ENCON firmalarını görevlendirmiştir.

ÇSED, çevreye ve topluma yönelik Proje'den kaynaklanabilecek etkileri araştıran bir çalışmadır. ÇSED'in değerlendirme aşaması kısa süre önce tamamlanmış ve bulgular ÇSED Rapor Taslağı'nda derlenmiştir. ÇSED Rapor Taslağı'na ilişkin 1 ay süreyle bir kamuoyu ve paydaşlarla danışma süreci, 8 Ocak 2018 tarihinde başlamaktadır.

Proje kapsamında, otoyol güzergahında Karayolları Genel Müdürlüğü tarafından kamulaştırma işlemi yapılması söz konusudur. Bu konudaki görüş ve şikayetler için KGM'nin Gelibolu ve Lapseki'deki merkezlerine başvurulabilir ve ÇSED sürecine dair belgelerin bulundurulduğu tüm noktalarda ise *Kamulaştırma Bilgi Rehberi*'ne erişilebilir.

Aynı zamanda içinde yaşadığımız topluma olan bağlılığımızı ortaya koymak için bir fırsat saydığımız bu danışma sürecinde Taslak Raporu yayınlarak Proje'ye paydaş konumunda bulunan tüm kişi ve kuruluşlarla yapıcı diyalog başlatmanın yanı sıra kamuoyunun endişelerini öğrenme ve bunlara eğilme konusunda ilk adımı atmaktayız.

Bu çerçevede, sizin de Proje ile ilgili görüşlerini almayı arzu etmekteyiz. İlk aşamada sizlere kolaylık sağlaması açısından ÇSED Rapor Taslağı'nın "*Teknik Olmayan Özet*"inin bir nüshasını ilişikte bilgimize sunmaktayız. ÇSED Belgesi'nin tamamını internette [www.1915canakkale.com](http://www.1915canakkale.com) adresinde ücretsiz olarak okuyabilir veya bilgisayara indirebilirsiniz. Danışma süreci etkinliklerine ve tanımlanan paydaşlara ilişkin ayrıntıları içeren bir **Paydaş Katılım Planı** da Proje'nin internet sitesinde yer almaktadır.

Ayrıntılı Bilgi için:

[www.1915canakkale.com](http://www.1915canakkale.com)  
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Faks: (+90 312) 447 27 16  
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**Merkez:**  
Hafta Sokak No:9 GOP Ankara / Türkiye  
Ticaret Sicil No.: 415113  
**Şube:**  
Büyükdere Cad. Yapı Kredi Plaza B Blok Kat 12  
Daire 30 – 34330 İstanbul / Türkiye

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

Danışma süreciyle ilgili görüşleri almak üzere genel çağrıda bulunmaktayız ve danışma süreci hakkında 8 Ocak 2018 tarihlerinde ulusal kapsamda Hürriyet gazetesi ve yerel kapsamda Trakya, Vitamin ve Kalem gazetelerinde yayınlanan ilanlarımızla kamuoyunu bilgilendirmekte, etkinliklerimize çağırmakta ve görüş bildirmeye teşvik etmekteyiz.

Proje güzergahına yakın farklı noktalarda kamuya açık yedi adet ÇSED Tanıtım Etkinliği düzenlemekteyiz. Katılımınıza açık etkinliklerden ikisi 11:00-20:00 saatleri arasında tüm gün sürecek **ÇSED Danışma ve Tanıtım Sergileri** ve beşi ikişer saat olarak planlanan **ÇSED Bilgilendirme Toplantıları** şeklinde olacaktır:

Malkara	16 Ocak 2018	11.00 – 20.00	Belediye Düşün Salonu
Çanakkale	17 Ocak 2018	11.00 – 20.00	Türkan Saylan Sosyal Tesisleri
Gelibolu	19 Ocak 2018	12.00 – 14.00	Atatürk Kültür Merkezi
Sütlüce	19 Ocak 2018	18.00 – 20.00	Köy Kahvesi
Lapseki	20 Ocak 2018	12.00 – 14.00	Belediye Sahil Sosyal Tesisleri
Umrubey	20 Ocak 2018	18.00 – 20.00	Çok Amaçlı Salon
Bolayır	21 Ocak 2018	12.00 – 14.00	Şehit Nuriye Ak İlk/Orta Okulu

Proje ve ÇSED bulguları hakkında görüş bildirmek isterseniz, lütfen en geç 7 Şubat 2018 mesai bitimine kadar yazılı görüşlerinizi info@1915canakkale.com e-posta hesabına veya aşağıdaki adrese mektupla ya da **0850 281 44 88** numaralı Proje Telefon Hattı'nı arayarak bildiriniz.

### Paydaş İletişim Adresi:

#### **'1915 Çanakkale Köprüsü ve Otoyolu Projesi ÇSED Danışma Süreci'**

Yapı Kredi Plaza, B Blok, Kat: 12, Daire 30, Büyükdere Caddesi, Levent, 34330 İstanbul

Takip eden 30 günlük sürede gelen görüşleriniz ise aynı özenle ele alınacak ve ilerleyen süreçte ÇSED Raporu'nun ileri tarihli sürümünde ek olarak yer alacaktır.

Danışma süreci (7 Şubat 2018 tarihinde) tamamlandığında, ÇSED Raporunu yeniden ele alarak danışma sürecinde elde edilen görüşlere karşılık verilen bildirimleri yansıtabilecek şekilde güncelleyeceğiz. Daha sonra danışma sürecinin özeti de içeren Nihai ÇSED Raporu, Proje'nin internet sitesinde yayınlanacaktır.

1915 Çanakkale Köprüsü ve Otoyolu Projesi'ne ayırdığınız zamanınız ve desteğiniz için teşekkür eder, görüşlerinizi bekleriz.

Saygılarımızla,

Çanakkale Otoyol ve Köprüsü İnşaat Yatırım ve İşletme A.Ş.

*Ek. Teknik Olmayan Özet (Nihai Taslak)*

#### Ayrıntılı Bilgi İçin:


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**Şube:**  
Büyükdere Cad. Yapı Kredi Plaza B Blok Kat 12  
Daire 30 – 34330 İstanbul / Türkiye






## C.5.2 GLAC (Translation to English)



TRAILING IN MARCH 2019  
COUNCIL IN MARCH 2019

**NOIYSEKINNOO  
ONLY NOIYSEKINNOO CHYI TOI BINGE  
CHYI TOI**

**ICANAKKALE  
ANAKKALE ETIMAVAYO-VEYIVAYO  
YAYO ANAKKALE ETIMAVAYO ETIMAVAYO**




### DESCRIPTION OF THE PROJECT

The GLAC has been prepared to provide information on the registration process of the Kinli Bridge Project in Project Affected Areas (PAAs) and other relevant standards in the Project Area.

The GLAC is a supplement to the Stakeholder Engagement Plan (SEP), which is also made publicly available (see end of this link).

The Turkish General Directorate of Highways (GDM) is implementing the 324 km long Kinli - Tavşanlı - Çarşamba - Sivrihisar Motorway project in western Turkey as part of the country's "Vision 2035" expansion of roadway infrastructure. A Environmental Impact Assessment (EIA) was performed for this project and approved in 2016.



A major purpose of the Motorway is to facilitate long-distance road travel and freight transport from western Anatolia (ag. zone and tourism regions) into Europe by avoiding the current bottleneck through the congested metropolitan areas of Istanbul with projects of about 200 km.

One central segment of the Kinli - Tavşanlı - Çarşamba - Sivrihisar Motorway project is the 48 km Kinli - Tavşanlı - Çarşamba Motorway, including the 15.5 km Kinli - Tavşanlı Bridge across the Çarşamba Strait (the "Bridge").

The 15.5 km Kinli - Tavşanlı Bridge will be the world's longest suspension bridge with a center span of 2023 m, and will extend the crossing of the Strait within a few minutes; this will enable the current congestion at local neighborhoods from the many trucks waiting at the ferry terminals.

KGM appointed Çarşamba Şişirli İnşaat Yatırım ve İşletme A.Ş. to construct and operate the Project under the terms of a Build-Operate-Transfer (BOT) contract for 10 years 3 months 12 days. The main construction phase of the Project is scheduled to begin in mid-2024 and will extend for 5.5 years. The project will be commissioned and start operation in 2030.

Once completed, the Motorway and Bridge will be operated as toll facilities by the Appointed Company until expiration of the BOT contract period; thereafter the Motorway and Bridge will be fully transferred to KGM.

### PROJECT ENVIRONMENTAL AND SOCIAL STANDARDS

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


Preparing for the Project will be preceded by a comprehensive Turkish and international financial institutions. These institutions have stringent environmental and social standards, and therefore the Appointed Company has engaged an international team of international and Turkish consultants to prepare an Environmental and Social Impact Assessment (ESIA) and related studies to supplement the existing 2016 EIA and obtain to similar standards.

The Appointed Company has committed to implementing an Environmental and Social Management Plan (ESMP), based on the ESIA results, which aims to mitigate potential negative impacts of the Project and provide benefits for the local people. For example, the construction and operation of the Project will create employment and skills training opportunities for the local people engaged through an Employment Policy that will be developed by the Appointed Company and a Human Resources and Welfare Management Plan that will be developed by the engineering, procurement and construction (EPC) Contractor.

### LAND REQUIREMENTS OF THE PROJECT

The Project implementation will require expropriation of land properties and buildings and structures on these lands.


The Motorway will require on average an 100 m wide strip of land along its length (see Figure 7-2), which will extend permanent land use of about 1000 ha, of which about 1500 ha from privately owned lands and 400 ha from public lands. In total it is expected that about 2500 land parcels will be affected. Nearly all of the plots are farmland, pasture or forest. There are only a small number of built structures affected by the Project.



The key impacts of the Project on people's lives due to land requirements in the affected Project Area can be categorized as follows:

- Loss of land for agricultural cultivation;
- Loss of land for grazing and pasture;
- Reduced livelihood or productivity losses due to the reduced land areas;
- Loss of main-made structures, several residences and businesses (shops);
- Reduced access to agricultural land (pastures and forests);
- Fragmentation of plot - or several plots belonging to same owner.

The permanent land expropriation will be undertaken by KGM in accordance with Turkish legislation under the Expropriation Law. Furthermore, temporary allocation of lands may be needed for some public lands where construction sites will be located.



### We would like to hear from you!

Through this portal, we are to before you about the ongoing expropriation process within the framework of the Project.

For your views and comments about expropriation, you may apply to the offices of KGM at the below addresses:

Gölköy, Yüzüncü Mah., Danta Sırtı C Dış D. 13 Gölköy, Çarşamba, Lapseki, Çarşamba Şişirli İnşaat Yatırım ve İşletme A.Ş.

For your views and comments other than expropriation issues, please use any one of the communication channels below.

Project Hotline: 850 281 44 88  
E-mail: info@1915canakkale.com

Postal Address:  
Çarşamba Şişirli İnşaat Yatırım ve İşletme A.Ş.  
Yazı İşleri Blok. 3. Kat. No: 13, Dış D. 13, Lapseki, Çarşamba, Lapseki, 32030 Lapseki

Thank you for your kind attention.

www.1915canakkale.com

### PAP – PROJECT AFFECTED PERSON

The Project will affect about 2,500 plots of land and related property owners / owners and additional persons who live on the affected land permanently or permanently. Project Affected Persons in the scope of expropriation can be classified as follows:

- Private land owners and co-owners with legal rights (title deeds) on land;
- Owners of houses, commercial premises or other built structures;
- Owners of waste or land (e.g. irrigation systems, buildings, trees);
- Customary owners/tenants of land/irrigation systems, buildings, trees;
- Customary owners/tenants of land/irrigation systems, buildings, trees;
- Customary owners/tenants of land/irrigation systems, buildings, trees;
- Owners of above mentioned lands, houses, commercial premises or other built structures.

### RESPONSIBILITIES FOR LAND ACQUISITION

The land will be acquired from the current beneficiaries by KGM and then handed over to the Appointed Company for construction and operation of the Project. The acquisition of land and other assets is responsibility of KGM. Consultation with affected parties has been carried out and the results are available in the ESIA and EIS.

The entire process is fully in accordance with the provisions of the Turkish Expropriation Law and KGM procedures for similar roadway infrastructure projects.

### TURKISH LAW IMPLEMENTED BY KGM

The relevant Turkish Law for the Project is the Expropriation Law (No. 2942, amended in 2005) by No. 4863, which specifies the mandatory compensation for the loss of land and immovable assets. The affected persons are free to choose how they will receive the compensation payments, e.g. (i) where they wish to acquire new property or results and build or (ii) their new housing.

**Important:** There will not be any planned resettlement of persons by KGM or other entities. The Expropriation Law solely provides for cash compensation of right owners.

Compensation is to be paid in cash and in advance of expropriation taking place. The Expropriation Law provides for compensation only to the legal owner for loss of land and assets. Actual occupants or users may be eligible in cases where the title deed for the land is not registered and there are no persons claiming rights on the immovable asset (e.g. land).

### Expropriation Process under Turkish Law



KGM values identified property assets to provide registration of their acquisition to acquire the property. **Valuation Commission** determines the value of the property. Criteria for the Commission to assess the value are: the size, the location and quality of the property, the surface area, all property components (e.g. vegetation, buildings, water resources etc.). The value of the property is determined by the value of the property or the value resources on the land. Structures and vegetation, as components of land, also have considerable impact on property value.

A **Negotiation Commission** negotiates the amount of compensation with the owner(s) and provides assistance. The agreed registration price (initial offer) is the valuation amount. After the transfer, the owner has no right of appeal against the expropriation or the agreed compensation.



If the property owner and the Negotiation Commission cannot agree on the expropriation value, the authority applies to the local civil court of the first instance for determining the value. If still no agreement reached, a board of court reports will do an on-site survey of the property. If the proposed parties still do not agree on the value at the next hearing, the judge will set a fair expropriation value based on reports by the valuation experts.

**Important:** Once a notified expropriation value has been set by the court, there is no possibility to go back to the initial KGM offer, even if that initial offer was higher.

### KGM COMPENSATION

Under Turkish law compensation will be provided for:

- Expropriated land within the following boundaries and associated facilities such as infrastructure areas and service and parking areas;
- Cultivated crops;
- Residences or other buildings/structures;
- Physical assets (e.g. trees, wells, irrigation systems, etc.).

Fully eligible are all the listed owners and the third-party owners. Further Landowners are eligible if they can provide evidence that the physical assets on the land they use was constructed or planted by themselves and not by the property owner.

**Important:** Construction of the Project components will in general **ONLY start on land for which KGM has achieved an agreement with the owner and the compensation was paid.** (In some exceptional cases the construction might commence even if the transaction is still under valuation).



### KGM VALUATION AND PAYMENT

The valuation will be performed in accordance with the principles and rules in Article 11 of the Turkish Expropriation Law. The value of the immovable buildings is based on the "General Catalogue of Buildings used for Calculation of Costs for Architecture and Engineering Works" annually published and updated by the Ministry of Environment, Urbanization and Climate. The value of trees is based on the Ministry's list of trees, whereas the value of crops is based on the annual yield. The value of Agricultural Land is based on the net income approach and includes all on-land physical assets. KGM compares also other local land market prices in setting its valuation.

**Note:** The valuation process is based on many factors, not only the size. **Therefore, the compensation amounts for similar-sized plots can be different, e.g. due to the soil quality or types of crops being grown.**

If only parts of a plot are expropriated, the land owner can apply for expropriation of the whole plot, if the remaining part is no longer valuable. This may be the case e.g. if only a small strip remains that is no longer for further use, or access to the remaining part is now difficult. Further, KGM will bear all costs in cases where the expropriation value is determined by court.

The agreed price is made ready by KGM within 45 days and by registration of the bid to KGM in the state registry office, it is transferred to the owner's bank account.



### SUPPORT TO LOCAL COMMUNITIES

Independent of the compensation to landowners by KGM as described above, the Appointed Company is planning to provide a programme of support to the villages located within the Project area, this will be called the Community-based Assistance Programme (CBAP). The CBAP is still under development and will be planned with input from KGM, the village Mayors and independent experts. The intention will be to provide a range of measures, such as training programmes and job training to help persons affected by the Project and all other villagers to improve their living situation and livelihoods. The CBAP measures will not replace the KGM measures in any way and will not involve any cash-compensation to individuals.



### THE COMMUNITY LIAISON OFFICERS

The Appointed Company will appoint Community Liaison Officers (CLOs) who will be stationed in the field at central locations of the Project area (planned to start operation in January 2024). They will travel on a regular basis along the Motorway route and talk to the local people to inform them about the Project, the CBAP and the Compensation activities. They will collect the public views about the Project and ensure questions and assist the local people with filling out forms and applications.

### GRIEVANCE MECHANISM

A Grievance Mechanism has been set up that local people or other stakeholders can freely report complaints, questions or comments relating to any aspect of the Project, without need and without any threat of retaliation. Complaints and comments can be submitted to Appointed Company by phone, mail, email or through the Multiplier offices in the village.

A full description of the Grievance Mechanism is provided in the SEP.



### DISCLOSURE OF ESIA AND RELATED DOCUMENTS

The ESIA Report and related documents (including a Non-Technical Summary - NTS, the ESMP, the SEP and this GLAC) will be made publicly available during the formal Disclosure Period of 30 days. The documents will be placed as hard-copies in officially consented locations in the Project area to inform the 100% and other stakeholders and give them the opportunity to comment.



### Overview of Document Disclosure

Type of Document	Availability during Disclosure
Full Draft ESIA Report (including NTS, SEP, ESMP)	• Project Website • 4 Municipality Offices (Municipalities, Çarşamba, Lapseki, Çarşamba)
NTS of the ESIA	• Project Website
SEP	• 4 Municipality Offices (Municipalities, Çarşamba, Lapseki, Çarşamba)
GLAC	• 17 Multiplier Offices of each affected settlement
Grievance Form	

In addition, during the initial 30-day disclosure period, activities the ESIA information meetings and exhibitions will be performed.

Information on the timing and location of the proposed disclosure events will be announced in the local and regional media and through the Multiplier and Municipality. Full details will be available in the SEP, which can be accessed as shown in the table.





## C.7 Roadshow and Shuttle Program

### C.7.1 – Road show venues and dates

ESIA Open Days		
16.01.2018	Malkara - Belediye Döğün Salonu	11:00 - 20:00
17.01.2018	Çanakale - Prof. Dr. Türkan Saylan Sosyal Tesisi	11:00 - 20:00
ESIA Public Meetings		
18.01.2018	Gelibolu - Atatürk Kültür Merkezi	12:00 - 14:00
18.01.2018	Sütüce - Köy Kahvesi	18:00 - 20:00
19.01.2018	Lapseki - Belediye Sosyal Tesisi	12:00 - 14:00
19.01.2018	Umurbey - Çok Amaçlı Salon	18:00 - 20:00
20.01.2018	Balayır - Şehit Nuriye Ak Ortaokulu	12:00 - 14:00

\*Etkinliklere ulaşım: Servislerin köyünüzden kalkış ve dönüş saatlerini arka sayfta görebilirsiniz.



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



### C.7.2 – Shuttle schedule

Shuttle Departure Hours		
16.01.2018		
ESIA Malkara Open Day - Shuttle Departure Hours		
Ahi Evren	Sağlık Ocağı	10:15 ve 16:00
Aksakal	Köy Cami	10:30 ve 16:00
Alaybey	Köy Cami	10:45 ve 16:15
Balabançık	Belediye Başkanlığı	10:50 ve 16:30
Balı	Sağlık Evi	10:50 ve 16:20
Cimendere	Köy Cami	11:05 ve 16:50
Elmalı	Köy Cami	10:30 ve 16:00
Kavakçesme	Köy Cami	10:30 ve 16:00
Kayucu	Köy Cami	10:45 ve 16:30
Küçükhanlı	Köy Cami	10:30 ve 16:15
Shuttle return hours: 13:00 - 19:00		
18.01.2018		
ESIA Public Meeting - Gelibolu Shuttle Departure Hours		
Kavaklı	Muhtarlık	11:30
Öcaklı	Muhtarlık	11:30
Shuttle return hour: 14:00		
ESIA Public Meeting - Sütüce Shuttle Departure Hours		
Bayırköy	Köy Cami	17:30
Cevizli	Muhtarlık	17:30
Shuttle return hour: 20:00		
19.01.2018		
ESIA Public Meeting - Umurbey Shuttle Departure Hours		
Gökçay	Köy Kahvesi	17:10
Kemikilalan	Muhtarlık	17:30
Sındal	Muhtarlık	17:40
Suluca	Muhtarlık	17:15
Shuttle return hour: 20:00		
20.01.2018		
ESIA Public Meeting - Balayır Shuttle Departure Hours		
Çokal Köy	Cami	10:45
Demirtepe	Köy Cami	11:30
Güneyli	Köy Kahvesi	10:50
Kavaklı	Belediye Başkanlığı	11:30
Koruköy	Tanyeli Çeşmesi	11:10
Yülüce	Süt Toplama Merkezi	11:00
Shuttle return hour: 14:00		



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



#### C.7.1.2 – Roadshow toplantıları yer ve saatleri

ÇSED Danışma ve Tanıtım Sergileri		
16.01.2018	Malkara - Belediye Döğün Salonu	11:00 - 20:00
17.01.2018	Çanakale - Prof. Dr. Türkan Saylan Sosyal Tesisi	11:00 - 20:00
ÇSED Bilgilendirme Toplantıları		
18.01.2018	Gelibolu - Atatürk Kültür Merkezi	12:00 - 14:00
18.01.2018	Sütüce - Köy Kahvesi	18:00 - 20:00
19.01.2018	Lapseki - Belediye Sosyal Tesisi	12:00 - 14:00
19.01.2018	Umurbey - Çok Amaçlı Salon	18:00 - 20:00
20.01.2018	Balayır - Şehit Nuriye Ak Ortaokulu	12:00 - 14:00

\*Etkinliklere ulaşım: Servislerin köyünüzden kalkış ve dönüş saatlerini arka sayfta görebilirsiniz.



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



#### C.7.2.1 – Servis planlaması

Servis Saatleri		
16.01.2018		
ÇSED Danışma ve Tanıtım Sergisi - Malkara Servis Saatleri		
Ahi Evren	Sağlık Ocağı	10:15 ve 16:00
Aksakal	Köy Cami	10:30 ve 16:00
Alaybey	Köy Cami	10:45 ve 16:15
Balabançık	Belediye Başkanlığı	10:50 ve 16:30
Balı	Sağlık Evi	10:50 ve 16:20
Cimendere	Köy Cami	11:05 ve 16:50
Elmalı	Köy Cami	10:30 ve 16:00
Kavakçesme	Köy Cami	10:30 ve 16:00
Kayucu	Köy Cami	10:45 ve 16:30
Küçükhanlı	Köy Cami	10:30 ve 16:15
Dönüş için aynı gün saat 13:00 ve 19:00'da servis bulunmaktadır.		
18.01.2018		
ÇSED Bilgilendirme Toplantısı - Gelibolu Servis Saatleri		
Kavaklı	Muhtarlık	11:30
Öcaklı	Muhtarlık	11:30
Dönüş için aynı gün saat 14:00'de servis bulunmaktadır.		
ESIA Public Meeting - Sütüce Servis Saatleri		
Bayırköy	Köy Cami	17:30
Cevizli	Muhtarlık	17:30
Dönüş için aynı gün saat 20:00'de servis bulunmaktadır.		
19.01.2018		
ÇSED Bilgilendirme Toplantısı - Umurbey Servis Saatleri		
Gökçay	Köy Kahvesi	17:10
Kemikilalan	Muhtarlık	17:30
Sındal	Muhtarlık	17:40
Suluca	Muhtarlık	17:15
Dönüş için aynı gün saat 20:00'de servis bulunmaktadır.		
20.01.2018		
ÇSED Bilgilendirme Toplantısı - Balayır Servis Saatleri		
Çokal Köy	Cami	10:45
Demirtepe	Köy Cami	11:30
Güneyli	Köy Kahvesi	10:50
Kavaklı	Belediye Başkanlığı	11:30
Koruköy	Tanyeli Çeşmesi	11:10
Yülüce	Süt Toplama Merkezi	11:00
Dönüş için aynı gün saat 14:00'de servis bulunmaktadır.		

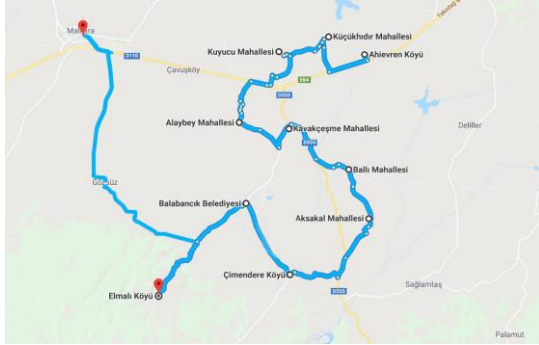


ÇANAKKALE OTODOL VE KÖPRÜSÜ  
İNŞAAT YATIRIM VE İŞLETME A.Ş.

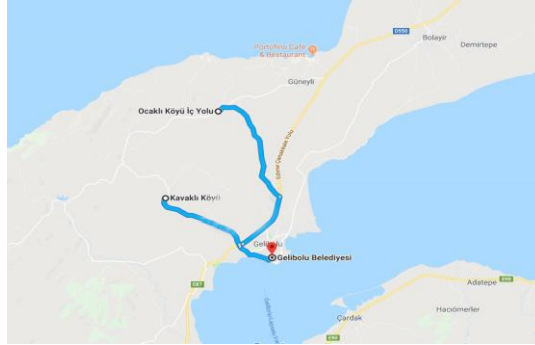


## C.8 MAPS SHOWING THE HINTERLANDS OF MEETING VENUES AND SHUTTLE ROUTES

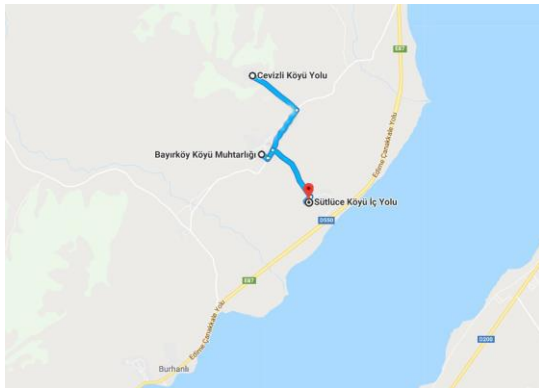
*Shuttle transportation from some of the 31 subject locations was necessary at five of the seven planned events.*



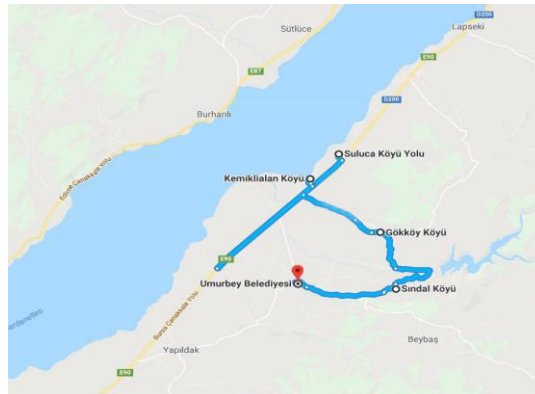
**C.8.1** *Malkara (4 buses, twice daily)*



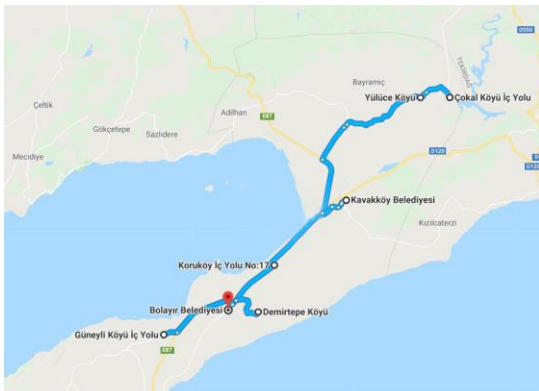
**8.2** *Gelibolu (2 buses)*



**8.3** *Sütluçe (2 buses)*

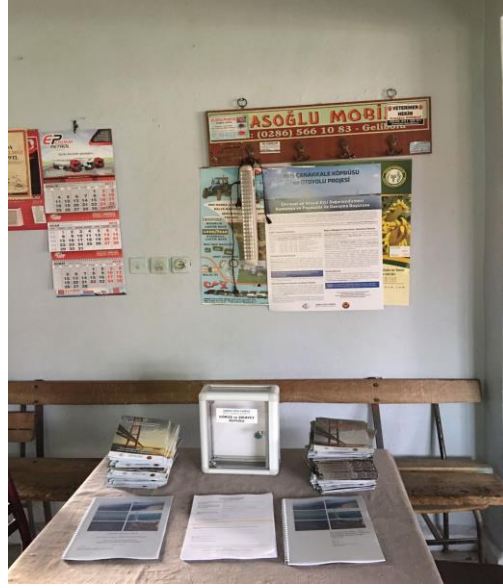


**8.4** *Umurbey (2 buses)*



**8.5** *Bolayır (2 buses)*

## C.9 Photos from Document and Poster Distribution Activities



## D. A COMPILATION OF ROADSHOW PHOTOGRAPHS



D.1 – Comment and Grievance form submission area



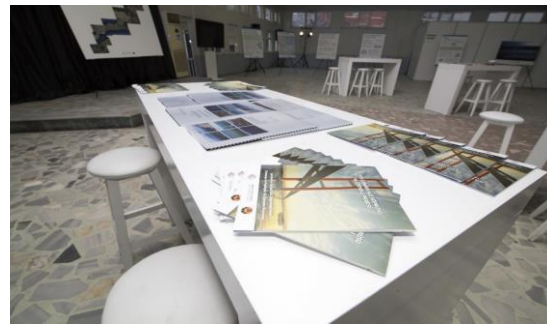
D.2 – Stationary sets used during meetings



D.3 – Shuttle service



D.4 – Reading desks



D.5 Open Day Meeting Rooms

Open-day exhibitions comprised separated meeting rooms on the premises for ad hoc meeting requests. These rooms also served as quiet reading spots where ESIA documents could be examined.

D.5.1 – Open Day Meeting rooms (Malkara)



D.5.2 – Open Day Meeting Room (Çanakkale)



## D.6 – Playrooms

A separated play area for small children aimed at facilitating the participation of parents.

D.6.1 – Playroom (Malkara)



D.6.2 – Playroom (Çanakkale)



D.6.3 – Playroom (Lapseki)



D.6.4 – Playroom (Malkara)





## D.7 – Open Days

### D.7.1 – Malkara Open-Day



### D.7.2 – Çanakkale Open-Day



## D.8 – Public Meetings

### D.8.1 – Gelibolu Meeting



### D.8.2 – Sütlüce Meeting





#### D.8.3 – Lapseki Meeting



#### D.8.4 – Umurbey Meeting



#### D.8.5 – Bolayır Meeting



#### D.9 – Umurbey Women’s Meeting



#### D.10 – An Ad-hoc Muhtars’ Meeting



