2023 ENVIRONMENTAL AND SOCIAL PERFORMANCE REPORT

1915ÇANAKKALE

1915ÇANAKKALE BRIDGE AND MOTORWAY PROJECT

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Contents

1. About The Report

With the publication of this report, we are pleased to present our environmental and social management approach, performance and future goals to our stakeholders. Our aim is to share the environmental and social performance of the 1915Çanakkale Bridge and Motorway Project with you every year and to inform our stakeholders in an accurate, comprehensive, understandable and transparent manner.

This report covers the period between 01/01/2023 - 31/12/2023 and includes the environmental and social dimensions, indicators and activities of the issue related to the expectations of our stakeholders. In cases where the data relates to a different time period, an explanation is provided in the relevant sections.

In addition to continuously improving our environmental and social performance each year, we are committed to sharing the results with our stakeholders through this report. Our stakeholders can access the PDF version of the report at www.1915canakkale.com.

We value the feedback we receive from our stakeholders, which is essential to improving and reporting on our environmental and social performance. If you have any suggestions, complaints or feedback, please contact us at info@1915canakkale.com.

2. Ceo's Message

Dear Stakeholders,

In 2023, the year we celebrated the first anniversary of the 1915Çanakkale Bridge, we crowned our success with prestigious global awards. We have continued to demonstrate on the international stage that our bridge is not only Turkey's but also one of the world's greatest engineering marvels.

We proudly received four major international awards: first place in the United Nations Economic Commission for Europe (UNECE) Public-Private Partnership and Infrastructure Awards; first place in the Bridge and Tunnel Category of the Engineering News-Record (ENR) Global Best Project Awards; first place in the Large Road and Railway Bridges Category of the International Association for Bridge and Structural Engineering (IABSE) Project and Technology Awards; and the Engineering News-Record (ENR) Project of the Year Award. These honors attest not only to the technical excellence of our project but also to our pioneering approach in environmental and social responsibility.

The first year of our bridge's operation has yielded results that exceeded our expectations. This strategic connection, which reduced the crossing time over the Dardanelles Strait to just six minutes, has begun to demonstrate the positive impacts we anticipated on regional development. In particular, the direct connection of Çanakkale and Balıkesir to both the west and Istanbul has created a transformation that increases the value of local products and enables travel from Greece and Bulgaria to Çanakkale in just one hour.

Our pioneering environmental and social initiatives formed the foundation of the international awards we received in 2023. From measures to protect dolphins in the Dardanelles Strait, to the relocation of the Pinna Nobilis mussel species to safe habitats, from 321 environmental and social projects implemented across 32 settlements, to the establishment of the Gelibolu Pioneer Women's Production Cooperative, our wide-ranging initiatives reflect our commitment to being a "good neighbor."

Our advanced technology applications were also successfully tested during the first year of operation. The integration of a fiber optic cable network, used in Turkey for the first time, our Tier 3-level data center infrastructure, a 100% LED lighting system, and smart transportation systems supported by 98 thermal cameras have equipped our bridge with an infrastructure fit for the digital age.

It is a pleasure to share with you our 2023 Environmental and Social Report. This report demonstrates that our project is not only a transportation infrastructure but also a model for sustainable development and social prosperity.

On this special anniversary of our first year, I extend my gratitude to all my colleagues who contributed to our project, to our valued stakeholders, and to everyone who played a role in our success. I firmly believe that together, we will continue to write this story of achievement in the years to come.

Sincerely,
Mustafa Tanrıverdi
CEO

3. About The Company

Çanakkale Motorway and Bridge Construction Investment and Operation Inc. (ÇOK A.Ş.) was established in 2017 to implement the Malkara-Çanakkale Motorway Project, including the 1915Çanakkale Bridge. The four partners of the company are Limak and Yapı Merkezi from Turkey and DL E&C and SK ecoplant from South Korea. Yapı Merkezi (1965) and Limak (1976), which have many national and international large-scale construction projects in their portfolio, are among the leading construction companies in Turkey. Similarly, DL E&C (1939) and SK ecoplant (1977) are among South Korea's leading companies that have undertaken large-scale construction projects. These four companies are currently collaborating on the 1915Çanakkale Bridge and Motorway Project, which is Turkey's world-famous engineering marvel.

The project consists of the 1915Çanakkale Bridge and Malkara - Çanakkale Motorway, which require different specializations. Therefore, to efficiently manage the Project, the four aforementioned sponsor companies of ÇOK A.Ş. established an Engineering-Procurement-Construction company called DLSY JV that constitutes two separate sub-organizations for the Bridge and Motorway. As the Project's operation phase initiated on 18th March 2022, Intertoll has undertaken the role of Operation & Maintenance Contractor.

About DL E&C

DL Group was founded in 1939 with 13 subsidiaries operating in the fields of construction, energy production, trade, logistics, manufacturing and entertainment. It is one of the largest corporate companies in Korea. DL E&C Tic. Ltd. İs one of the main subsidiaries of the DL Group, also a world-class EPC (engineering, procurement and construction) contractor and petrochemical company. DL E&C, which carries out large-scale projects in 35 different countries and has an asset portfolio of 18 billion USD, ranked 95th in the ENR International Largest Contractors ranking organized by the international construction industry magazine ENR (Engineering News-Record) in 2023.

DL E&C, which has successfully constructed 5 suspension bridges and 11 cable-stayed bridges so far, is among the world's leading companies with its bridge construction expertise. DL E&C's suspension bridges include the Yi Sun-sin Bridge in Yeosu/Gwangyang, which was completed in October 2012. This bridge is the longest suspension bridge in South Korea and the fifth longest suspension bridge in the world.

DL E&C, as an exemplary institution, also attaches importance to social responsibility activities. DL E&C carries out social contribution activities focused on creating value in society, taking into account the requirements of the construction industry and the competencies of DL Group subsidiaries.

About Limak

Founded as a construction company in 1976, Limak is one of Turkey's leading companies operating in the construction, energy, infrastructure, cement, and tourism sectors both domestically and abroad. Limak's commercial activities include construction, electricity production and distribution, cement production, airport and port construction. In addition, Limak ranked 50th in the ENR International Largest Contractors list in 2023. This rating reflects the nature and scale of the company's EPC contracting contracts.

These EPC contracts include the Istanbul Grand Airport project with a capacity of 150 million passengers and the Kuwait International Airport Project worth 4.3 billion USD. Limak Construction is the main business unit of Limak Group.

Limak, a company with proven success in the region, has also signed strong negotiations with the management authorities. In addition,its good construction practices, ability to finish the work early and advanced management techniques; have increased its value with high efficiency and fast returns. Limak has undertaken multiple Public Private Partnership projects both in Turkey and abroad and currently continues to operate these projects. After successfully completing Istanbul Sabiha Gökçen Airport, Limak carried out the Istanbul Grand Airport Public Private Partnership construction project, one of the largest airports in the world.

Limak Group, which has made a name for itself with its social investments as well as its sectoral activities, established the Limak Education Culture and Health Foundation in 2016 in order to carry out social responsibility projects more efficiently. The Foundation contributes to the transformation of the young and dynamic potential of Turkey's population into qualified manpower by supporting social development and development through its work. Limak Foundation carries out its activities with the slogan "Youth is the future" continues with its education-oriented approach. In this direction, the Foundation's work is built on raising strong, modern, respected generations that respect social and universal values and will contribute to the solution of social and economic problems.

About SK ecoplant

Founded in 1977, SK ecoplant is part of SK Group, Korea's third largest conglomerate, and one of the most important companies in the construction industry. Ranked 77th in the ENR International Top Contractors rankings in 2023, SK Ecoplant is a world-class EPC contractor in the oil, gas, petrochemical, energy, construction and residential sectors.

SK ecoplant has played an active role in the successful realization of many strategic projects in Turkey, including the Eurasia Tunnel Project and Yavuz Sultan Selim Bridge (3rd Bosphorus Bridge) Project.

Voluntary services aimed at ensuring social welfare are also of great importance to the company. SK ecoplant's sustainability activities, implemented with the slogan "Dream a Dream", focus on addressing environmental problems and overcoming obstacles to social welfare.

About Yapı Merkezi

Yapı Merkezi was founded in 1965 as a contracting company in Turkey and over time it has become one of the leading companies in the infrastructure and construction sectors. Yapı Merkezi focuses on general contracting, public transportation systems, prefabrication, pre-stressing, pipe production, railway, metro, special purpose buildings, reinforcement and restoration, as well as Public Private Partnership projects. In addition to its contributions to Turkey's infrastructure and construction sector with high-scale projects, Yapı Merkezi is a strong company in the international arena that actively carries out projects in the Middle East and Africa. In 2023, Yapi Merkezi placed 58th in the ENR's International Largest Contractors rankings.

Over the years, Yapı Merkezi has demonstrated its ability and capacity to deliver major construction projects ahead of schedule, within budget and to the required quality. Yapı Merkezi's success in structuring and managing Public Private Partnership and Build-Operate-Transfer projects has also been demonstrated in its recent Eurasia Tunnel project (together with SK ecoplant). The company also has strong relationships with many international financial institutions.

Yapı Merkezi; with an ever-increasing awareness of sustainable development, aims to eliminate or reduce the negative effects of all its activities on the environment and society.

At the same time, Yapı Merkezi has determined its working policies in order to leave an environment where future generations can meet their needs. In their journey of social responsibility activities, they continue to work in many different areas such as education, support for culture and art, contribution to the environment and contribution to international peace.

4. About The Project

1915Çanakkale Bridge and Motorway Project is one of the most important infrastructure investments of our country in recent times. The Project, connecting the two sides of the Dardanelles, which is twice as long as the Bosphorus, supports the economic development of the Thrace and Western Anatolia regions, where our country's important service, industry, agriculture and tourism companies are located. In addition, it directs the freight mobility from the European Union countries, especially Bulgaria and Greece, to the Aegean, Western Anatolia and Western Mediterranean. 1915Çanakkale Bridge provides great convenience in transportation by reducing the duration of the Dardanelles crossing, which approaches 5 hours due to long ferry queues during summer and holiday periods, to 4 minutes. By connecting the Motorway to the Gebze – Izmir Motorway in Balıkesir, the Motorway distance between important tourism centres such as İzmir, Aydın, Muğla and Antalya, and European countries will be shortened and a contribution to the tourism sector will be made.

With the 1915Çanakkale Bridge and Motorway Project, in addition to comfort in travel, cargo and passenger carrying capacity is increased, time saving is achieved, and passenger safety is maximized.

The Project is a member of the Permanent International Association of Road Congresses (PIARC). PIARC, which has continued to promote and facilitate global discussions and knowledge sharing on road and road transport for over 100 years, currently has 122 government members worldwide and has consultative status with the United Nations Economic and Social Council. The Project's membership in this association is of great importance in terms of international information exchange and cooperation.

Awards

The 1915Çanakkale Bridge and Motorway Project, comprising the world's longest mid-span suspension bridge and 89 km of motorway, has achieved numerous milestones that can be considered as a "reference" in terms of its multi-source financing structure, technical and engineering features, and environmental and social management strategies.

These have enabled the Project to become one of the most remarkable projects in the world and to be recognized with several awards. The project was honored with four awards this year;

United Nations Economic Commission for Europe (UNECE) Public-Private Partnership and Infrastructure Awards: First Prize

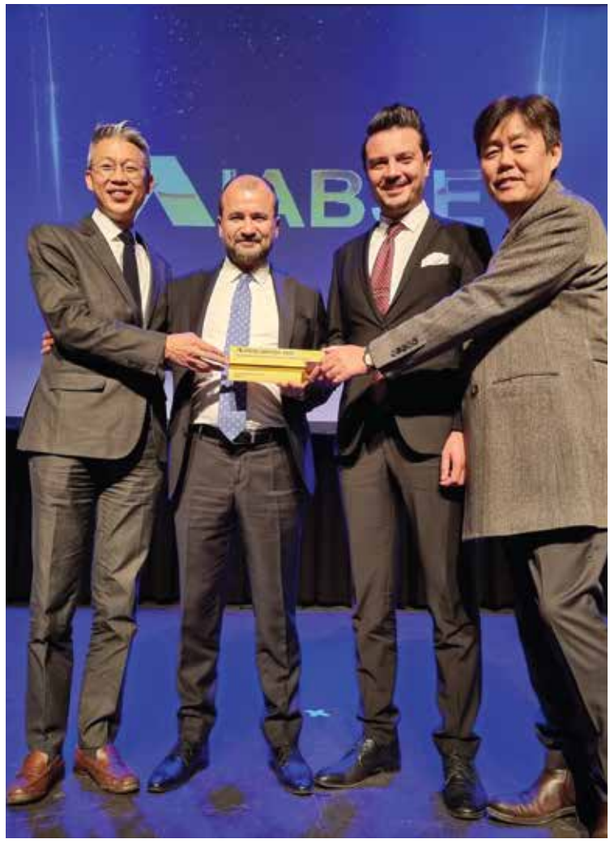
Engineering News-Record (ENR) Global Best Project Awards, Bridge and Tunnel Category: First Prize

International Association for Bridge and Structural Engineering (IABSE) Project and Technology Awards, Large Road and Railway Bridges: First Prize

Engineering News-Record (ENR) Project of the Year

Year	Award	Category	Details
2018	**Project Finance International (PFI) Awards**	Finance	Turkey Deal of the Year
2018	**Islamic Finance News (IFN) Awards**	Finance	Project & Infrastructure Finance Deal of the Year
2018	**Infrastructure Journal Global (IJ Global) Awards**	Finance	Winner in the Highways Category – Europe
2018	**Proximo Finance Awards**	Finance	Best Export Credit Agency (ECA)-backed Deal of the Year
2018	**EMEA Finance Awards**	Finance	Best Project Finance Deal in Europe
2018	**EMEA Finance Awards**	Finance	Best Public-Private Partnership (PPP) Project in Europe
2018	**EMEA Finance Awards**	Finance	Best Project Finance Deal
2018	**EMEA Finance Awards**	Finance	Best Road Project
2018	**EMEA Success Awards**	Finance	Best Syndicated Loan of the Year
2019	**Bonds & Loans Awards**	Finance	Project Finance Deal of the Year
2019	**Bonds & Loans Awards**	Finance	Infrastructure Finance Deal of the Year
2021	**International Road Federation (IRF) Global Awards**	Finance	Global Winner – Project Finance and Economics
2021	**Green World Awards**	Environmental/ Social	Environmental Best Practice – Gold Level

Awards

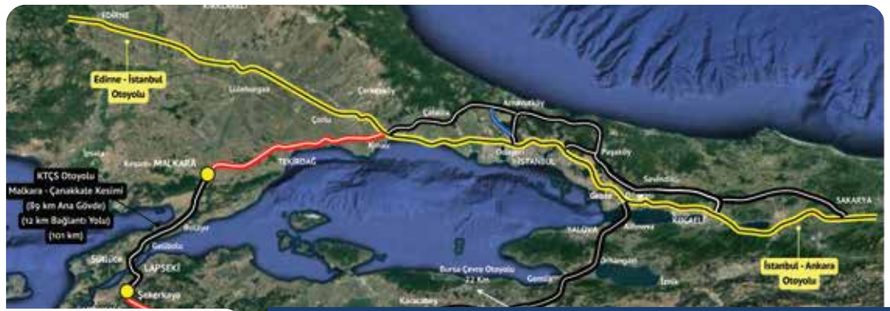


Year	Award	Category	Detail
2021	**Republic of Türkiye Ministry of Labour and Social Security, Social Security Institution**	Employement	Company Providing the Highest Number of Insured Employment in Çanakkale
2021	**Republic of Türkiye Ministry of Labour and Social Security, Social Security Institution**	Employement	Company Paying the Highest Social Security Premiums in Çanakkale
2021	**Republic of Türkiye Ministry of Labour and Social Security, Social Security Institution**	Employement	Company Employing the Highest Number of Women with Insurance in Çanakkale
2021	**Republic of Türkiye Ministry of Labour and Social Security, Social Security Institution**	Employement	Company Employing the Highest Number of Persons with Disabilities in Çanakkale
2022	**International Road Federation (IRF) Global Awards**	Technical	Global Winner – Construction Methodology
2022	**Korean Society of Civil Engineers (KSCE)**	Technical	International Structure of the Year Award
2022	**European Convention for Constructional Steelwork (ECCS) Steel Bridge Awards**	Technical	First Prize – Road and Railway Bridges Category
2023	**United Nations Economic Commission for Europe (UNECE) Public-Private Partnership and Infrastructure Awards**	Environmental/ Social	First Prize
2023	**Engineering News-Record (ENR) Global Best Project Awards**	Technical	First Prize – Bridge and Tunnel Category
2023	**International Association for Bridge and Structural Engineering (IABSE) Project and Technology Awards**	Technical	First Prize – Large Road and Railway Bridges
2023	**Engineering News-Record (ENR) Project of the Year Award**	Technical	First Prize

PROJECT MILESTONES

- Tender Date
- **January 2017**
- **March 2017** — Groundbreaking Ceremony
- **March 2017** — Implementation Contract Signature Date
- **July 2017** — Project Start Permit
- **October 2017** — Dry Dock Excavation Start
- **March 2018** — Caisson Foundation and Pile Driving Ceremony
- **May 2018** — Financial Closure
- **July 2018** — Completion of Koruköy Camp Site Installation
- **August 2018** — Start of Motorway Earthworks
- Caisson Towing from Dry Dock to Wet Dock
- **January 2019**
- **February 2019** — Start of Viaduct-6 Earthworks
- **May 2019** — First Tower Block Installation
- **August 2019** — First Tower Block Installation
- **November 2019** — Viaduct-6 First Incremental Launching Operation
- **May 2020** — Last Tower Block Installation
- **September 2020** — 1st and 2nd Guide Rope Installation
- **November 2020** — First Catwalk Installation
- **December 2020** — First Deck Shipment to Gallipoli
- **January 2021** — Completion of Catwalk Installation
- **February 2021** — First Main Cable (PPWS) Pulling and Installation
- **May 2021** — Final Main Cable Installation
- **June 2021** — Start of Mastic Asphalt Production
- **June 2021** — Side Span First Deck Installation
- **July 2021** — Mid-Span First Deck Installation
- **December 2021** — Installation of Last Deck
- **February 2022** — Asphalt works on the steel deck of the bridge were completed.
- **February 2022** — Asphalt works on the approach viaducts were completed.
- **March 2022** — **Opening Ceremony was held. The bridge and motorway were opened to vehicle traffic.**
- **December 2022** — Installation of the cannonball figures was completed.

Project Highligts



89 KM
Total Project Length

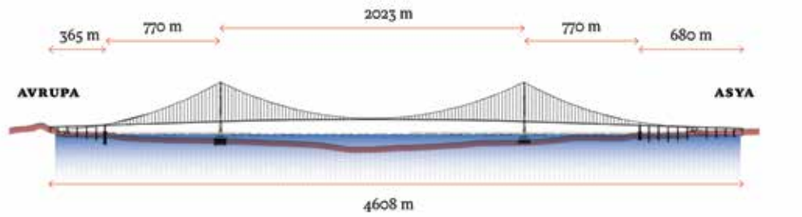
'Vision 2023' achieved one of its milestones.

The Project plays an important role in the goal of improving road infrastructure across the country as part of the Vision 2023 Master Plan, which is an essential component of Turkey's national development strategy.

2.023M
Main Span of the Bridge

An alternative crossing to the Istanbul Strait has been introduced.

The heavy traffic between the European and Asian sides of Istanbul got lighter. The traffic flow along the east-west corridor on Istanbul extending through Western Anatolia is balanced towards the southern route from the western coast of the Marmara Sea.



4.608M
Bridge Length

Motorway integration in western Turkey will be complete.

The Project constitutes a key segment of the 324 km Kınalı–Tekirdağ–Çanakkale–Savaştepe Motorway. Once fully connected to the Gebze–İzmir Motorway, it will link the motorway ring encircling the Marmara Region.

4 Viaduct

Industry, trade, and services in Thrace and Western Anatolia gained momentum.

Faster and cost-effective freight transportation not only supports economic activity in these densely populated, productive regions, but also strengthens social connectivity.

Project Highligts

12 Junctions

Both internal and international tourism gained new momentum.

The project helped strengthen not only trade but also cultural ties with European countries, especially Greece and Bulgaria in the Balkans. Once the Kınalı–Tekirdağ–Çanakkale–Balıkesir Motorway links up with the Gebze–İzmir Motorway near Balıkesir, road access from Europe to key tourist destinations like İzmir, Aydın, and Antalya will be shorter, supporting growth in the tourism industry.

4 Motorway Service Areas

Transport time and costs decreased, boosting efficiency of foreign trade.

With the project now in service, both vehicle operating costs and travel times decreased. As logistical barriers are removed, import and export operations are becoming faster and more cost-efficient.

318 M Tower Height

The Project created continuous employment from construction to operation.

By generating jobs for thousands during construction and operation phases, and by stimulating activity across multiple sectors, the Project is making a meaningful contribution to the Turkish economy.

5 Toll Plazas

Çanakkale gained a landmark project worthy of its proud history and the 21st century.

The city is now crowned with a modern, aesthetically designed suspension bridge that reflects its significance and urban characte

The bridge holds great strategic importance and stands out as a remarkable engineering achievement. With a main span of 2023 meters, the 1915Çanakkale Bridge has the longest main span among suspension bridges on the world. Including side spans and approach viaducts, its total length reaches 4,608 meters. The bridge's height is set at 318 meters in honour of March 18th, commemorating the Çanakkale Victory and our commitment to preserving its memory for generations to come.

Sustainability Metrics Of The 1915Çanakkale Bridge And Motorway Project

In line with our commitment to plant five trees for every tree affected by the project, the first phase of reforestation calculations was completed in 2019. We finalized the second phase calculations in 2021 and shared with the Lenders' Environmental and Social Advisor upon verification.

As of 2023, our reforestation efforts had resulted in the planting of a total of 1,301,883 saplings.

As part of our 2018 transplantation efforts, 1,054 individuals were relocated to safe areas, and follow-up monitoring dives in subsequent years showed a 95% transplantation success rate.

The parasite Haplosporidium pinnae, first observed off the coast of Spain in 2016, was reported in 2021 to have spread to the Mediterranean and Aegean coasts of Turkey. This led to mass mortality of Pinna nobilis populations, according to biodiversity experts. During monitoring in 2021, individuals transplanted by the project were found to be affected by the parasite. Monitoring of Pinna nobilis continued in 2023 with a diving study in December.

Our ecologist responsible from assessment and management of the potential impacts of the 1915Çanakkale Bridge and Motorway Project on biodiversity, conducted daily field surveys covering up to 10,000 steps to monitor rare plants and wildlife. As part of efforts to protect rare plant species along the motorway route, seed collection continued in 2021, with seeds being sent to the Turkish Seed Gene Bank. A total of 9,000 seeds have been delivered to the Gene Bank, including 1,000 collected in 2021.

To protect cultural heritage, the entire 88-kilometer motorway route was surveyed, covering a 200-meter-wide corridor to identify potential cultural assets. Archaeo-geophysical studies were conducted in areas with a high likelihood of containing cultural heritage sites.

In 2023, stakeholder engagement remained ongoing, resulting in the resolution of around 83% of complaints within 30 days and the organization of 538 meetings with local communities.

Project-related noise impacts were assessed for both construction and operation phases, with modeling studies conducted for 2023 and 2033. A 900 m long, 3 m high barrier was constructed near Yülüce village, which significantly reduced predicted impacts. In line with our sustainability goals, recycled rubber materials were used in the construction of the barrier, completed in 2021.

The 40-meter-wide "ecological bridge," constructed to prevent habitat fragmentation, protect wildlife, and reduce traffic accidents caused by wild animals, has been operational since March 2022.

5. Environmental and Social Performance Management

Within the framework of sustainability, the 1915Çanakkale Bridge and Motorway Project aims to leave a legacy for future generations. This section of our report provides an overview of the environmental and social sustainability strategies implemented throughout the project last year.

In the 1915Çanakkale Bridge and Motorway Project, we continue our operations by taking actions aligned with environmental and social awareness. In accordance with the national regulations, the Environmental Impact Assessment (EIA) report was approved at the start of the project. Following this approval, ERM GmbH conducted an Environmental and Social Impact Assessment (ESIA) aligned with the International Finance Corporation (IFC) Performance Standards and the Equator Principles. The ESIA aimed to identify the project's environmental and social impacts in detail, along with the relevant mitigation measures.

Following this, a Stakeholder Consultation Process was conducted over 30 days in 32 settlements (including villages and districts in Gelibolu, Lapseki, and Malkara) engaging approximately 1,000 participants representing the project's main beneficiaries and affected groups, including local residents, authorities, and NGOs. The process aimed to gather public opinions and feedback, which were incorporated into the final ESIA Report. Integrating stakeholder input helped establish an effective and reliable framework for both the construction and operation phases.

After completing the ESIA process, the Environmental and Social Action Plan was prepared by ARUP, the lenders' Environmental and Social Advisor. Effective implementation of the steps outlined in the Action Plan is critical to maintain strong environmental and social performance during both construction and operation phases. In 2023, our environmental and social performance was monitored by ARUP through biannual site visits, environmental and social reports, and communication activities. The project continues to be carried out in full compliance with the established environmental and social requirements.

Our Environmental and Social Performance Journey

Planning
- Definition of project-specific environmental and social requirements, directives and standards

April 2017
- Initiation of Environmental and Social Impact Assessment (ESIA) Studies

January 2018
- Public Consultation Process

March 2018
- Finalization of Environmental and Social Due Diligence (ESDD) Studies

April 2019
- Determination of Trees to be Planted within the Project's Reforestation Studies

August 2018
- Finalization of Community-Level Assistance Program (CLAP) and Supplementary Land Acquisition, Compensation, Resettlement Plan (S-LACRP)

March 2018
- Finalization of ESIA Report, Environmental and Social Management Plan and Environmental and Social Action Plan (ESAP)

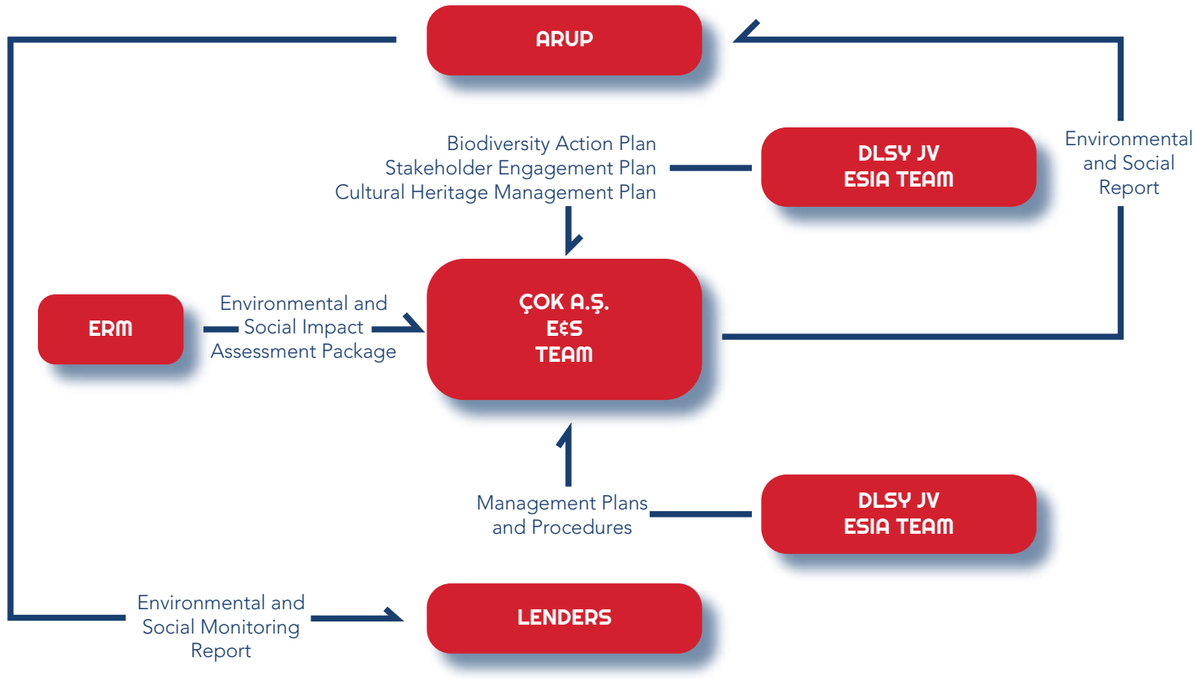
May 2019
- Initiation of CLAP Site Implementation

March 2020
- Protocol Signing Tree Plantation

December 2023
- CLAP Completion

Monitoring Studies

1915çanakkale Bridge and Motorway Project's Environmental and Social Performance Management Network



Corporate Sustainability Approach

As ÇOK A.Ş., we are committed to operating with a focus on health, safety, social, and environmental awareness throughout the Project.

Guided by our Health, Safety, Security, Environment, and Social Policy applied in the 1915Çanakkale Bridge and Motorway Project, we ensure effective risk management, legal compliance, and fulfillment of stakeholder expectations during design, construction, and operation phases.

Our policies define the necessary actions to continuously improve Project processes and prevent incidents such as accidents. We prioritize safe working conditions that meet international standards and take all necessary measures to maintain a safe working environment for our employees.

To support community development and welfare, we implement various activities for effective communication and public safety. As part of our way of working, we conduct all activities with respect for both nature and people.

Our Environmental and Social Team manages processes based on the principle of Guidance–Support–Monitoring. To ensure compliance with applicable international standards, an Environmental and Social Management System is in place throughout the organization. The ESIA team oversees the Environmental and social issues including guidance for onsite Health, Safety, and Environment (HSE) teams, the Community Level Assistance Program, protection of archaeological heritage, biodiversity, and stakeholder management. Audits are conducted to verify compliance with the project's environmental and social requirements. Regular inspections are conducted covering waste management, resource control, air quality and climate, noise and vibration, water quality, and soil contamination.

The information gathered is used to provide regular environmental and social performance reports to our stakeholders. Additionally, the Community Level Assistance Program and matters related to local communities affected by land acquisition are managed by ÇOK A.Ş., with support from field teams.

Ifc Performance Standards

We implement and regularly report the Environmental and Social Impact Assessment actions in compliance with IFC (International Finance Corporation) Performance Standards throughout the construction and operation phases of the Project.

IFC Performance Standard	Applied IFC Performance Standard Requirement	Respective ÇOK A.Ş. Practice
 Assessment and Management of Environmental and Social Risks and Impacts	Environmental and social responsibility is critically important in today's global economy. An environmental and social management system (ESMS) helps companies integrate plans and standards into their core operations—so they can anticipate environmental and social risks posed by their business activities and avoid, minimize, and compensate for such impacts, as necessary. A good management system provides for consultation with stakeholders and a means for complaints from workers and local communities to be addressed.	Managing the environmental and social risks and impacts in compliance with the legal regulations and IFC Performance Standards, Environmental and Social Impact Assessment and Environmental and Social Action Plan practices, Environmental and Social Management Plan and Environmental and Social Management System based on ESIA
 Labour and Working Conditions	For any business, its workforce is its most valuable asset. A sound worker-management relationship is key to the success of any enterprise. PS2 asks that companies treat their workers fairly, provide safe and healthy working conditions, avoid the use of child, or forced labour, and identify risks in their primary supply chain.	Grievance mechanism for workers, Occupational Health and Safety, no child or forced labor, equal rights for immigrant workers, ensuring workers accommodation in compliance with local regulations and IFC/EBRD Worker Accommodation Guideline
 Resource Efficiency and Pollution Prevention	Industrial activity and urbanization can increase levels of pollution that may threaten people's health and the environment. PS3 guides companies to integrate practices and technologies that promote energy efficiency, use resources - including energy and water - sustainably and reduce greenhouse gas emissions.	Energy and water saving efforts, noise and vibration level measurements, waste management, Environmental Management Plan, Water and Air Quality Measurements, GHG Management Study, Environmental Drainage Design and Climate Change Risk Assessment
 Community Health, Safety, and Security	Business activities and infrastructure projects may expose local communities to increased risks and adverse impacts related to worksite accidents, hazardous materials, spread of diseases, or interactions with private security personnel. PS4 helps companies adopt responsible practices to reduce such risks including through emergency preparedness and response, security force management, and design safety measures.	Public Health and Safety Procedure (no use of force except for preventive and defensive purposes), Community Level Assistance Program, Communication with Stakeholders, Grievance Mechanism Procedure
 Land Acquisition and Involuntary Resettlement	When companies seek to acquire land for their business activities, it can lead to relocation and loss of shelter or livelihoods for communities or individual households. Involuntary resettlement occurs when affected people do not have the right to refuse land acquisition and are displaced, which may result in long-term hardship and impoverishment as well as social stress. PS5 advises companies to avoid involuntary resettlement wherever possible and to minimize its impact on those displaced through mitigation measures such as fair compensation and improvements to living conditions. Active community engagement throughout the process is essential.	No involuntary resettlement (forcing people permanently/temporarily resettle without their consent), No trespassing to lands until the legal permission processes completed, Community Level Assistance Program and Additional Immovable Property Acquisition, Compensation and Resettlement Plan

IFC Performance Standard	Applied IFC Performance Standard Requirement	Respective ÇOK A.Ş. Practice
 Biodiversity Conservation and Sustainable Management of Living Natural Resources	Biodiversity loss can result in critical reductions in the resources provided by the earth's ecosystems, which contribute to economic prosperity and human development. This is especially relevant in developing countries where natural resource based livelihoods are often prevalent. PS6 recognizes that protecting and conserving biodiversity, maintaining ecosystem services, and managing living natural resources adequately are fundamental to sustainable development.	No harm to plants and animals with critical importance and in natural spaces, not moving wild and invasive plant species to new places, biodiversity conversation activities, Biodiversity Action Plan, Passive Acoustic Monitoring and Marine Mammals Observation, Bird Observation and Important Bird Zone Practice, transplantation of Pinna Nobilis that is a marine species endemic to the Mediterranean region
 Cultural Heritage	Cultural heritage encompasses properties and sites of archaeological, historical, cultural, artistic, and religious significance. It also refers to unique environmental features and cultural knowledge, as well as intangible forms of culture embodying traditional lifestyles that should be preserved for current and future generations. PS8 aims to guide companies in protecting cultural heritage from adverse impacts of project activities and supporting its preservation. It also promotes the equitable sharing of benefits from the use of cultural heritage	No harm to coincidental archaeological remains, not moving or harming the cultural findings, Cultural Heritage Management Plan, Collaboration with Edirne and Çanakkale Cultural Heritage Conservation Regional Committees and Tekirdağ and Çanakkale Archaeology Museums

Equator Principles

The Equator Principles are a set of guidelines led by the International Finance Corporation (IFC), the private sector arm of the World Bank, that the financial industry recognizes as a benchmark for managing social responsibility and environmental risks in project financing. In scope of the 1915Çanakkale Bridge and Motorway Project, the requirements of the Equator Principles III (June 2013) are followed. Accordingly, an Environmental and Social Impact Assessment (ESIA) was conducted, and its results were shared with the public. The Environmental and Social Management Plan prepared following the ESIA is implemented throughout the project.

United Nations Sustainable Development Goals

The 1915Çanakkale Bridge and Motorway Project, connecting two continents, guides its environmental and social practices based on the core requirements of the United Nations Sustainable Development Goals (SDGs). It aims to serve humanity by adhering to sustainability principles both locally and globally. Among the SDGs our project supports through its goals, practices, and benefits to society, Goal 9 stands out: Building resilient infrastructure, promoting inclusive and sustainable industrialization, and fostering innovation.

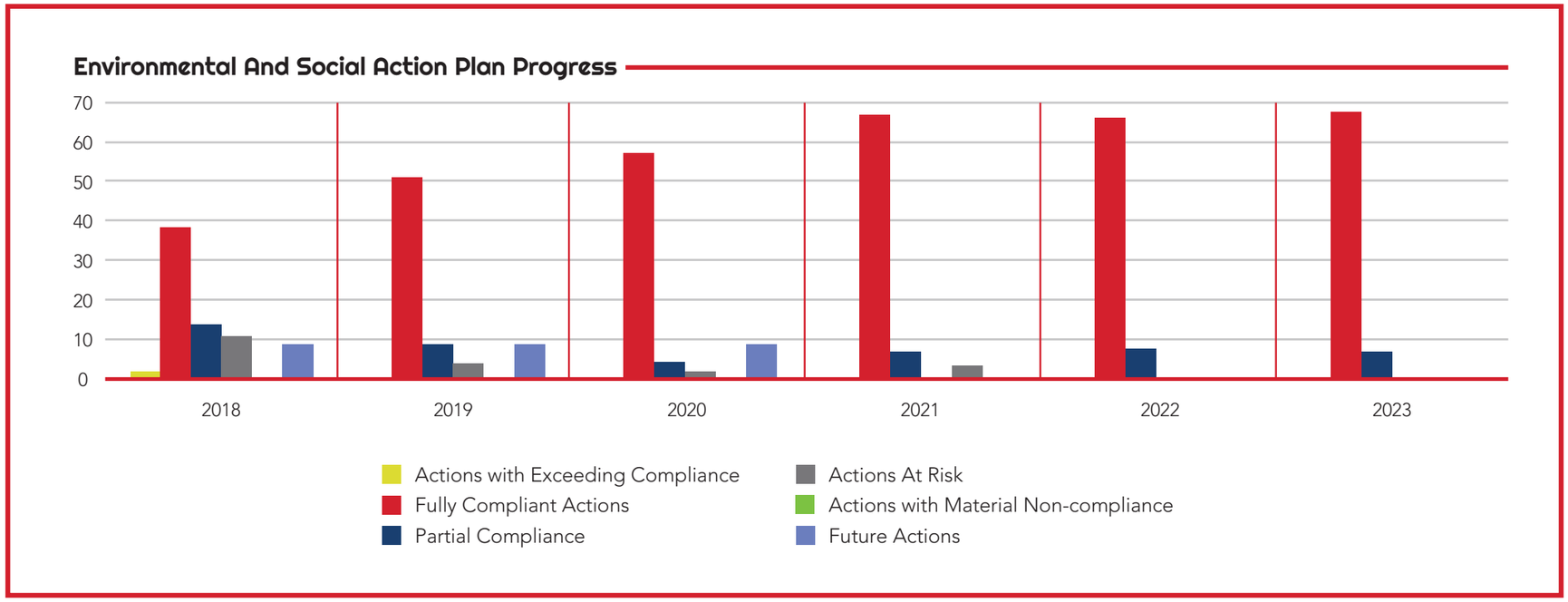
Main Environmental and Social Activities	Sustainable Development Goals
• Local Recruitment Practices	
• Community Level Assistance Program and Public Relations Projects	
• Social Commitments and Occupational Health and Safety Practices Regarding Employees	
• Local Resource Utilization and Local Procurement Practices • Submitting the Annual Environmental and Social Performance Report to Stakeholders	
• Waste Management • Reducing Energy and Water Consumption • Emission Management • Prevention of Dust Pollution • Prevention of Noise Pollution • Afforestation Efforts	
• Biodiversity Action Plan	
• Cultural Heritage Management Plan	

Environmental and Social Action Plan

We manage our environmental and social performance within the framework of our Environmental and Social Action Plan. We work to achieve the targets set out in this plan within the scheduled timeframes. With the support of our field teams, we implement environmental and social impact activities focused on areas including the development of environmental and social management plans for construction and operation phases, stakeholder engagement plan, occupational health and safety, resource conservation, energy efficiency, greenhouse gas emissions assessment and noise pollution management.

Environmental And Social Action Plan Progress

	2018	2019	2020	2021	2022	2023
Actions with Exceeding Compliance	1	0	0	0	0	0
Fully Compliant Actions	38	51	57	66	65	67
Partial Compliance	14	9	5	6	8	6
Actions At Risk	11	4	2	1	0	0
Actions with Material Non-compliance	0	0	0	0	0	0
Future Actions	9	9	9	0	0	0

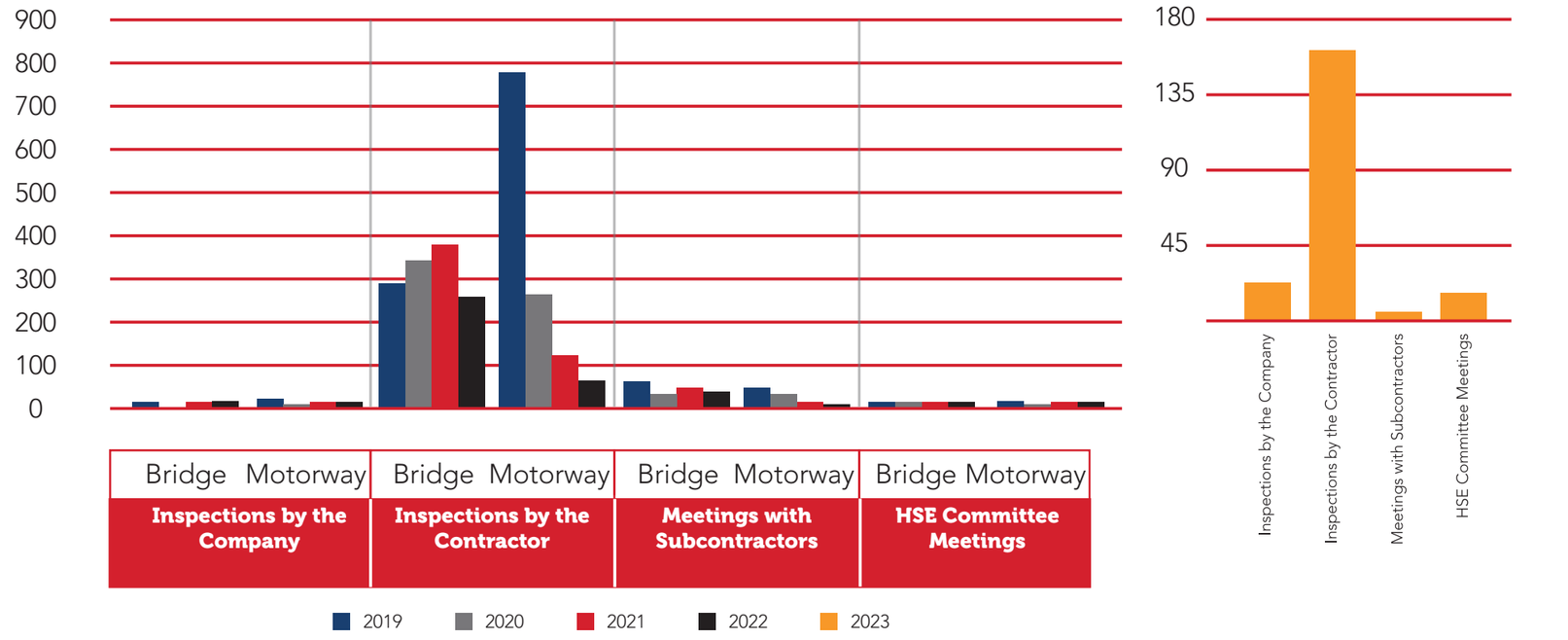


Environment, Health and Safety Inspections And Applications

Periodic environmental, health, and safety audits are conducted regularly throughout our project. The findings and results of these audits are reviewed in meetings held by designated committees as part of our continuous improvement approach, and necessary actions are tracked accordingly. The status of 2023 can be seen on the tables on this page.

		2019	2020	2021	2022	2023
Inspections by the Company	Bridge	17	7	16	19	23
	Motorway	23	12	18	18	
Inspections by the Contractor	Bridge	290	311	381	249	161
	Motorway	794	257	111	58	
Meetings with Subcontractors	Bridge	63	37	46	25	5
	Motorway	47	31	9	6	
HSE Committee Meetings	Bridge	12	12	12	12	17
	Motorway	13	8	12	12	

Environment, Health and Safety Inspections and Applications

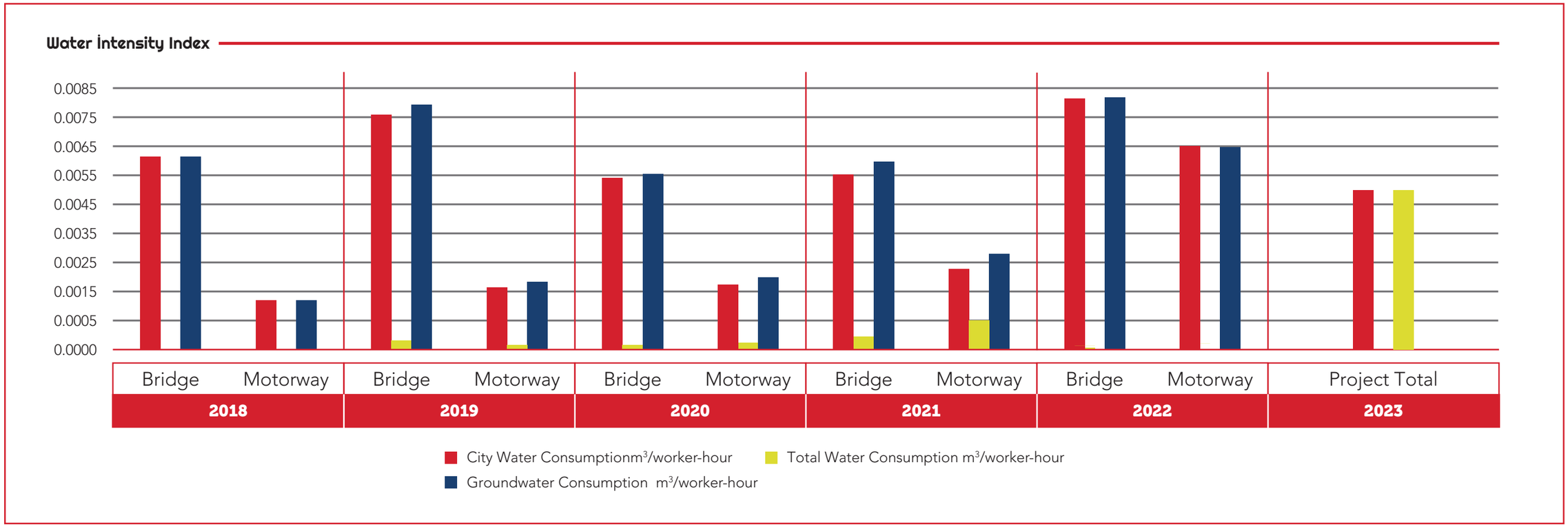


Environmental Performance and The Climate Crisis

Water Management

We manage our potential impacts on various water resources within our project area including the Çanakkale Strait, lakes, irrigation canals, and drinking water distribution pipelines in accordance with the Equator Principles and IFC Performance Standards. During construction, we work to minimize short, medium, and long-term impacts and risks. Water is used in the 1915Çanakkale Bridge and Motorway Project for hygiene, food services, concrete applications, equipment cleaning, site irrigation, and wheel washing. To monitor water consumption effectively, we track usage of tap water, bottled water, and groundwater.

		2018		2019		2020		2021		2022		2023
Water İntensity Index	**Unit**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Project Total**
City Water Consumption	m^3/worker-hour	0,059	0,015	0,072	0,019	0,053	0,020	0,048	0,019	0,082	0,065	0,050
Groundwater Consumption	m^3/worker-hour	-	-	0,003	0,001	0,001	0,002	0,001	0,003	0,001	-	-
Total Water Consumption	m^3/worker-hour	0,059	0,015	0,075	0,021	0,054	0,022	0,049	0,022	0,083	0,065	0,050



We manage water use with a focus on efficiency and sustainability. Consumption is monitored across all sites, and targeted measures ensure responsible use across the Project. Actions to reduce consumption include during project stages:

- Pulverized irrigation systems have been used for dust suppression at the facilities, and this system has also been applied to existing water sprays, saving water consumption.
- Mixer wash water from concrete plants is settled in sedimentation tanks and reused during production.
- Water from vehicle washing stations, after undergoing physical treatment, is reused for washing vehicle tires. Automatic shut-off hoses are used during vehicle washing to conserve water.
- Water needed for site irrigation and production is primarily sourced from accumulated rainwater within the site.
- Training has been provided to raise awareness among employees about avoiding unnecessary use and leaving taps open in kitchens, bathrooms, and washbasins, accompanied by warning posters at relevant locations.
- Water consumption on project sites is regularly monitored and reported.
- Drainage waters are collected and settled in compliance with regulations before discharge.
- Streams and canals are protected from potential impacts caused by vehicles and construction activities through fences.
- Construction activities are scheduled based on weather forecasts to prevent erosion and related water pollution.
- Drainage structures are designed to control wastewater discharge and prevent uncontrolled releases.
- Treated wastewater is reused wherever possible.
- Cleaning of construction equipment is conducted away from water sources.
- Wastewater is treated and discharged in accordance with national and international standards.
- Groundwater resources are used responsibly, with approval from the General Directorate of State Hydraulic Works (DSİ).
- Fuel refilling operations are conducted in designated impermeable areas to prevent potential water and soil contamination in case of accidents.

Greenhouse Gas Emissions and Energy Tracking

The climate crisis is rapidly affecting our planet through extreme weather events, rising temperatures, shifting precipitation patterns, and melting glaciers. The primary driver of this crisis is greenhouse gas emissions resulting from human activities. According to data from the United Nations Framework Convention on Climate Change (UNFCCC), atmospheric CO_2 concentrations reached a historic high of 413.2 ppm as of 2020. This figure was further updated to approximately 417 ppm in 2022. Reducing emissions remains one of the most critical steps in mitigating the impacts of the climate crisis.

As part of project activities, energy consumption is regularly monitored, and efforts are made to reduce emissions associated with energy use.

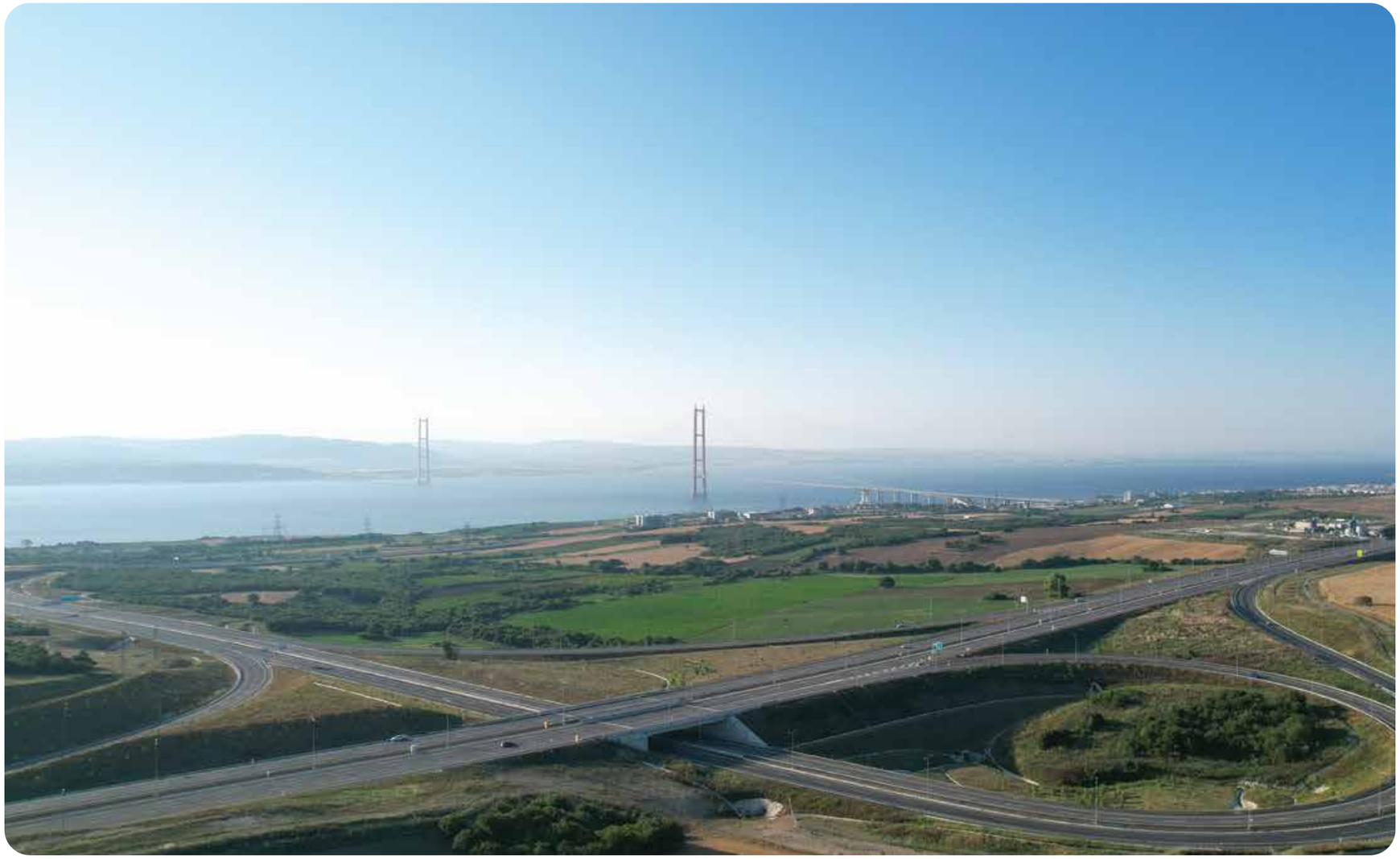
Energy Consumption Tracking

Human-driven factors such as rapid population growth, unplanned urbanization, and increased raw material consumption due to industrial activities continue to increase energy demand and consequently, greenhouse gas emissions. These developments also contribute to global issues such as ozone layer depletion and climate change. During the implementation of the project, several practices have been adopted to monitor and reduce energy consumption. These include:

- Energy consumption is monitored through invoices. After any off-site fuel purchase, drivers are required to submit the related invoice to the field teams.
- Fuel consumption of all equipment is tracked.
- Machinery and vehicles are kept turned off when not in use to prevent unnecessary fuel use.
- Motion sensor lighting systems are used to reduce electricity consumption.
- Energy-efficient equipment is selected whenever possible.

Throughout 2023, resource and energy consumption data were regularly monitored and reported semi-annually. To ensure effective tracking of energy use, diesel, electricity, and natural gas consumption are calculated.

Energy Intensity Index	Unit		2018	2019	2020	2021	2022	2023
Diesel Fuel	litre /worker-hour	**Bridge**	0,090	0,432	0,271	0,442	0,269	0,225
		Motorway	0,202	2,228	3,84	2,974	1,262	
Electricity	kWh /worker-hour	**Bridge**	0,68	1,419	1,811	1,771	1,845	4,040
		Motorway	0,257	0,287	0,92	1,196	1,088	
Natural Gas	m^3 /worker-hour	**Bridge**	0,685	0,106	0,119	0,265	0,296	0,005
		Motorway	0,458	0,035	0,24	1,484	0,813	



In 2023, a target was set to reduce energy consumption by 5% per employee-hour compared to 2022. This intensity indicator is expected to fluctuate in line with the progression of construction activities and is considered a trend likely to vary accordingly. To support the achievement of this target, the following actions and measures were implemented within our project:

- With the start of marine operations, electricity replaced diesel as the primary energy source as of the second quarter of the year.
- Larger passenger vessels were rented to reduce the number of trips and increase the number of personnel transported per trip, replacing previously used smaller boats.
- Energy-efficient light bulbs were installed.
- Designated parking areas for construction machinery were established to minimize unnecessary movement and reduce short-distance operations.
- Speed limit signs were installed, and training sessions were held to ensure safe and efficient vehicle use.
- Fuel tanks were sealed to prevent leaks and unauthorized usage.
- Training was provided to prevent vehicle engines from being left running when not in use.
- Thermal insulation was added to the camp area to reduce natural gas consumption.

Greenhouse Gas Emissions Tracking

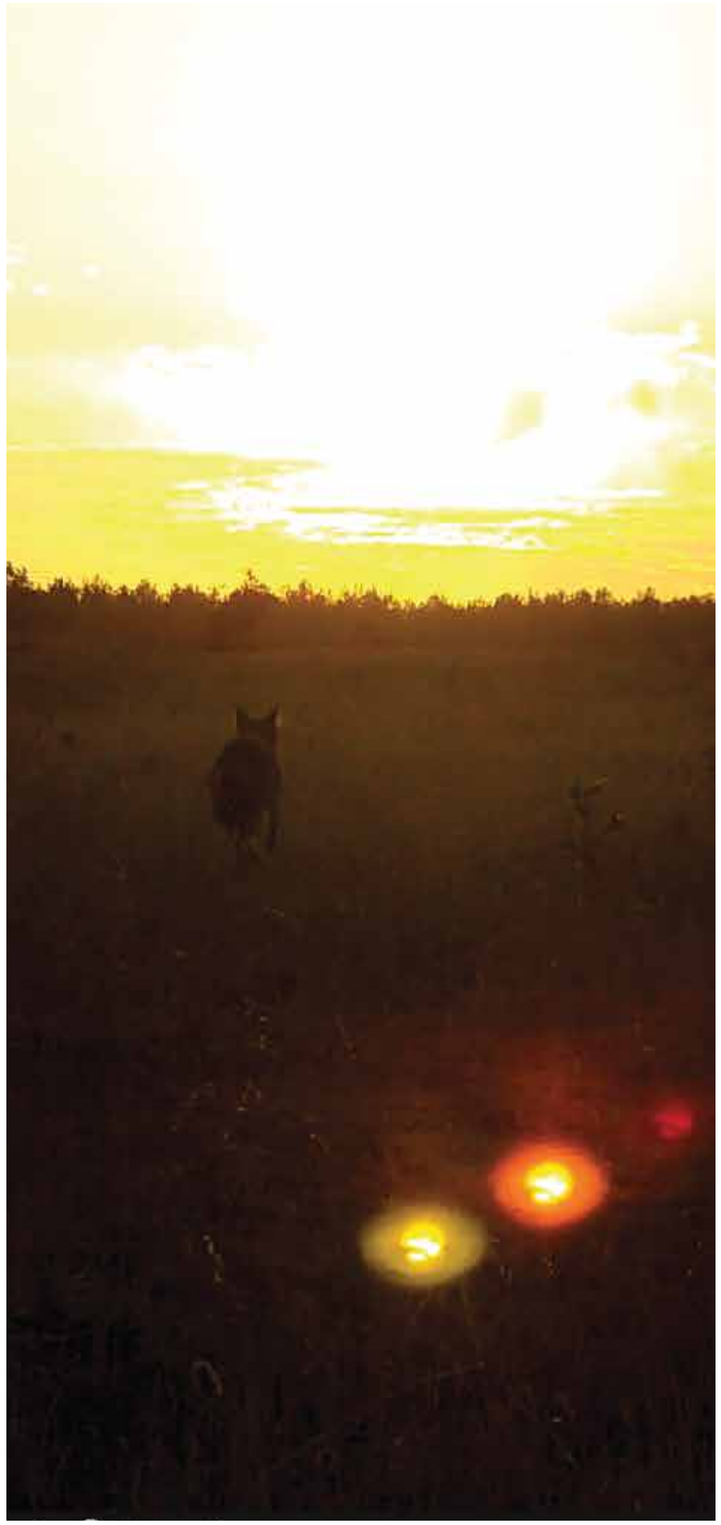
Greenhouse gas emission assessment studies for our Project began in 2018. This study, conducted during the ESIA phase, was carried out by ERM in accordance with the Equator Principles and IFC Performance Standard 3. With the construction expected to last five and a half years, the study calculated the potential greenhouse gas emissions using publicly available data and project plans. In cases where necessary data was not accessible, a precautionary approach was applied by considering emission amounts from related activities. Details of the estimates and calculation methods are also included in the ESIA Report available on our website.

ERM conducted a Greenhouse Gas Emission Assessment Update based on the data collected during the first year of construction, covering the 45-month construction period and revising the initial assumptions made in the ESIA. The project's greenhouse gas emission sources are listed below according to their respective scopes:

- Scope 1: Direct emissions from fuels used by on-site construction machinery, including generators, project vehicles, asphalt, and concrete production.
- Scope 2: Indirect emissions from electricity used on-site and in worker camps.
- Scope 3: Other indirect emissions from the production of materials supplied by third parties during construction.

Throughout 2023, greenhouse gas emissions across the project were systematically monitored. Calculations indicate that Scope 1 emissions from stationary combustion and mobile sources totaled 772 CO_2-e metric tons, while Scope 2 emissions were recorded as 3,022 CO_2-e metric tons under the location-based method and 2,190 CO_2-e metric tons under the market-based method. Accordingly, total organizational emissions ranged between 3,795 CO_2-e and 2,962 CO_2-e, depending on the calculation approach. Within Scope 3, emissions from employee business travel, commuting, and waste management amounted to 186 CO_2-e metric tons. These results form a solid basis for advancing greenhouse gas reduction strategies and strengthening our sustainability commitments.Greenhouse gas calculations for the operational phase will be conducted next year.

Scope 1 Emissions	
Stationary combustion	21 CO2-e (ton)
Mobile sources	751 CO2-e (ton)
Total	772 CO2-e (ton)
Scope 2 Emissions	
Purchased and consumed electricity (location-based)	3,022 CO2-e (ton)
Purchased and consumed electricity (market-based)	2,190 CO2-e (ton)
Scope 3 Emissions	
Employee Business Travel	59 CO2-e (ton)
Employee Commuting	73 CO2-e (ton)
Waste	54 CO2-e (ton)
Total	186 CO2-e (ton)



Waste Management

Controlling the waste generated by Project activities and taking necessary actions is among our environmental performance indicators. The project's environmental impacts, including waste management, were identified during the Environmental and Social Impact Assessment in accordance with IFC Performance Standard 3. Project waste management covers processes such as resource extraction, bulk material disposal, transportation of materials and waste, excavation, and disposal of other waste resulting from construction activities. Implementing an effective waste management system throughout the project is crucial to minimizing the potential environmental impacts to the lowest possible level.

- The fundamental principle is to keep the amount of waste generated at the lowest possible level since the start of the project.
- Where reuse is possible, excavation and operational wastes are reused. This reduces the quantity of materials to be purchased minimizing transportation and labour costs while saving fuel.
- On-site reuse is maximized and for remaining wastes off-site reuse options are identified.
- Disposal is considered the last resort within the Project's waste management system

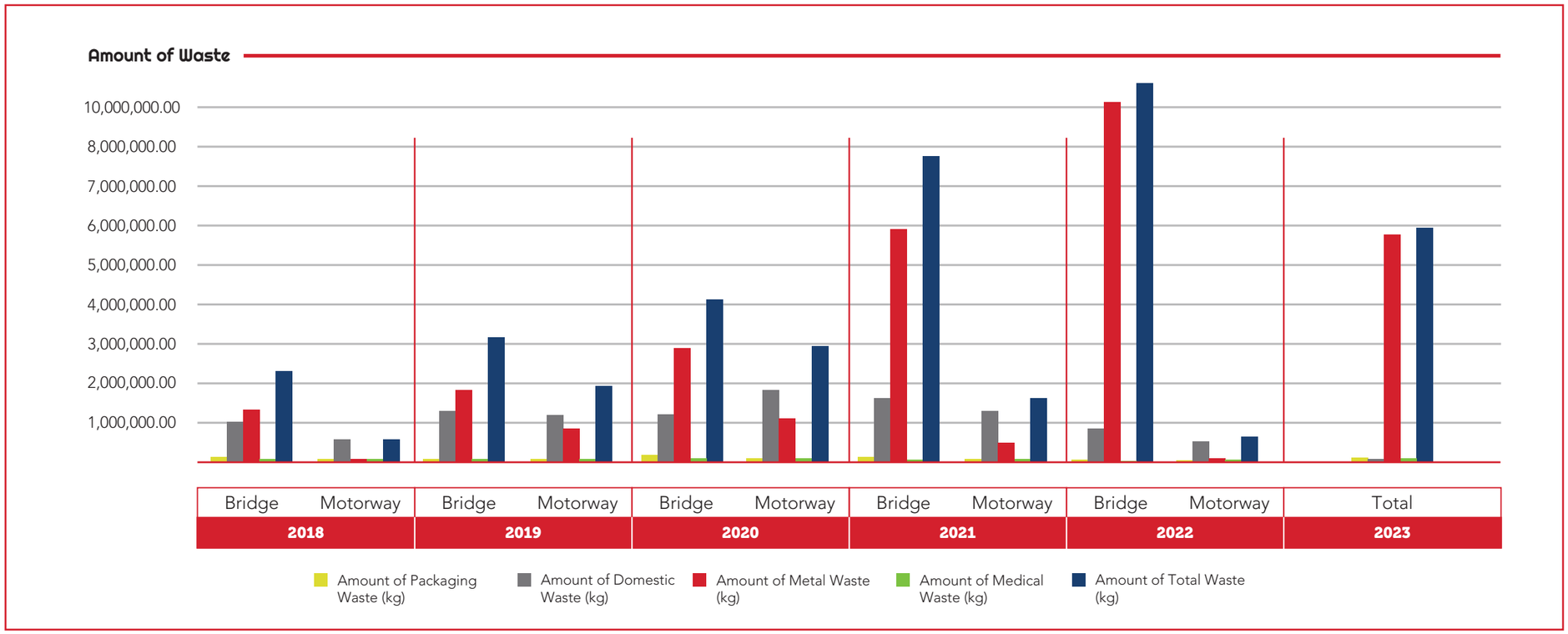
Based on the waste management hierarchy principles outlined above, a Waste Management Procedure has been prepared in compliance with the impact mitigation measures specified. The measures taken are as follows:

- Waste and secondary materials must not be delivered to unauthorized sites and facilities. Deliveries are only made to authorized sites and facilities (licensed by the relevant government authority).
- Waste production is minimized as much as possible.
- To minimize packaging waste, materials are purchased in bulk or as reusable/returnable products.
- Various measures are taken to prevent leaks and spills.
- Where possible, non-hazardous or less hazardous materials are used.
- Reuse of materials is maximized.
- Effective practices are preferred for the maintenance and cleaning of the site.
- Waste collection is carried out properly.
- Wood, steel, plastic, and paper waste types are collected separately.
- Hazardous, non-hazardous, and recyclable wastes are prevented from mixing before disposal.
- In cases where leakage risk is anticipated, waste containers are placed inside a secondary containment for secure storage.

Within the scope of Waste Management, the quantities of packaging waste, domestic waste, metal waste, and medical waste are monitored.

		2018		2019		2020		2021		2022		2023
Index	Unit	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway	Bridge	Motorway	Project Total
Amount of Packaging Waste	kg	80.212	14.176	52.707	25.710	76.880	46.070	109.620	67.620	49,912	15,775	92,298
Intensity of Packaging Waste	kg worker-hour	0,017	0,019	0,009	0,004	0,01	0,01	0,02	0,01	0,012	0,009	0.004
Amount of Domestic Waste	kg	1.035.580	416.640	1.272.000	1.164.000	1.160.544	1.781.095	1.531.200	1.270.594	817.710	487.044	69,411
Intensity of Domestic Waste	kg worker-hour	0,230	0,550	0,207	0,198	0,17	0,21	0,22	0,17	0,203	0,297	0,35
Amount of Metal Waste	kg	1.331.390	7.640	1.840.000	744.000	2.821.564	1.115.320	5.957.500	398.230	10.106.537	64.790	5.808.063
Intensity of Metal Waste	kg worker-hour	0,296	0,010	0,299	0,126	0,42	0,13	0,85	0,05	2,513	0,039	2,86
Amount of Medical Waste	kg	90	22	198	234	381	584	403	400	127	53	32
Intensity of Medical Waste*	kg worker-hour	-	-	-	-	-	-	-	-	-	-	-
Amount of Total Waste	kg	2.447.272	438.478	3.164.840	1.933.674	4.059.369	2.943.069	7.598.723	1.736.844	11.050.403	572.142	5.969.804
Intensity of Total Waste	kg worker-hour	0,643	0,579	0,515	0,328	0,60	0,34	1,09	0,23	2,747	0,348	2,91

*Due to the very low amount of medical waste, the intensity value has been disregarded.



Our waste reduction practices in 2023 are as follows:

- Trainings were organized for the separate collection of recyclable waste and waste classified as hazardous at the source.
- Waste areas were introduced during site inspections.
- New waste collection points were established to ensure efficient waste collection.
- The number of containers for packaging waste in camp areas and work sites was increased to prevent mixing of packaging waste with domestic waste.
- Paper, except for important documents, was printed double-sided.
- Trainings were held to extend the usage period of existing products.
- Efforts were made to enable reuse of non-hazardous waste.
- Bulk purchasing practices were implemented to prevent an increase in packaging waste with each purchased material.
- Asphalt and concrete waste were used by local municipalities for the improvement of village roads.

Noise Management

Identification of noise impacts caused by the Project was carried out during the ESIA phase. In addition to determining the noise level before the start of construction activities, monitoring during both construction and operation phases has been established as a requirement. Accordingly, noise level measurement studies have been conducted at six locations within the Project area.

Noise monitoring activities are carried out monthly in accordance with the IFC Environmental, Health, and Safety Guidelines. The results are evaluated based on the following principles defined by the IFC Standards:

- Noise levels should not exceed 55 dBA during the day (07:00 - 22:00) and 45 dBA at night (22:00 - 07:00).
- In cases where current noise levels exceed the 45/55 dBA thresholds, noise levels should not increase by more than 3 dBA compared to baseline measurements.

Data obtained from the noise monitoring activities are periodically used as inputs by the Occupational Health & Safety (OHS) and Environmental departments. In addition to the noise impacts caused by the construction phase of the Project, noise effects during the operational phase have also been evaluated. Noise modelling was conducted to prevent noise issues that may arise during operation. According to the defined noise impact assessment study, final impact levels were determined for all receptor points based on projections for the years 2023 and 2033. The final impacts and the highest daytime and nighttime limit exceedances were measured. Additional mitigation measures were designed for areas classified as having "High" and "Medium" impact levels. Accordingly, for a region expected to experience a "High" impact, it was decided to construct a noise barrier as a structural measure. Subsequent modelling studies predicted that constructing a 900-meter-long, 3-meter-high noise barrier near the village of Yülüce would reduce the final impact. In line with our commitment to environmental and social impact management, a subcontractor specializing in the production and installation of noise barriers made from recycled rubber was selected, and the construction of the noise barrier was completed within 2021.

Additional monitoring activities have been defined for areas expected to experience a "Medium" final impact, and these have been included in the operational phase monitoring program.

Protection of Biological Diversity

We diligently continue efforts to protect biological diversity throughout the Project to ensure the sustainability of elements essential for life including human health, economic activities, and conservation of natural resources and agricultural practices.

During the ESIA phase, the Project's impacts on biological diversity were identified. To manage Project activities that may affect biological diversity, a Biodiversity Action Plan was developed in accordance with IFC Performance Standard 6. This plan examines impacts and their areas under three categories: terrestrial ecology, freshwater ecology, and marine ecology.

Terrestrial Ecology

A 1,000-meter wide buffer zone containing 500-meter buffer zones on both sides along the project site (88 km from Malkara to Çanakkale) is considered as the impact area.

Freshwater Ecology

Freshwater resources observed to intersect with the project are considered as the impact area.

Marine Ecology

The places where bridges and construction sites intersect with the marine environment are considered as impact areas.

In line with our goal to reduce our impact on biodiversity, we continue our activities under the guidance of ecology experts. Some of the good practices we have implemented within this scope are as follows:

The long-term conversion of forest lands to different uses and the destruction of biodiversity are among the leading human-induced factors contributing to the climate crisis. The 1915Çanakkale Bridge and Highway Project, fully aware of its responsibility against the threat of deforestation, is committed to carrying out reforestation efforts. In this context, within the scope of the Environmental and Social Action Plan, a "Tree Calculation Report" was prepared in 2019 to determine the number of trees and forest areas affected by the Project. The method for calculating the deforested area and the number of affected trees in the lands impacted by the Project was approved by ARUP in March 2019 and used to set the Project's reforestation commitments. The tree calculations were conducted in two phases:

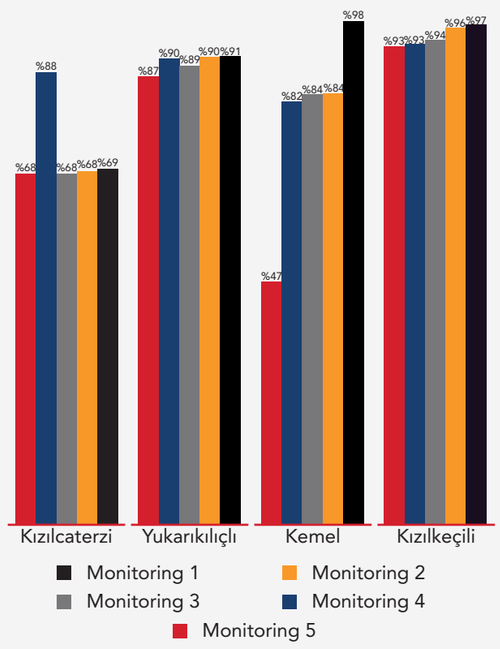
Following the Phase-1 assessment, it was determined that a total of 86,443 trees would be affected by the Project. For each affected tree, the goal is to plant 5 new trees. Accordingly, the total number of trees to be planted was calculated as 432,215.

The Phase-2 calculation studies were completed in 2021 and shared with the Banks' Environmental and Social Consultant for review and approval. It was determined that a total of 96,918 trees would be affected by the Project and the total number of trees to be planted was calculated as 484,590.

As of 2023, a total of 1,301, 883 saplings have been planted.

Moreover, ÇOK A.Ş., alongside an expert from Canakkale Onsekiz Mart University, have undertaken monitoring visit to the four reforestation plantation sites. The reforestation success rates observed by the monitoring visits are presented.

Reforestation Success (%)



Pinna nobilis (noble pen shell) is an endemic marine species native to the Mediterranean region. Due to a significant decline in its population, it has been protected under the European Council Habitat Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora). In 2018, as part of our biodiversity efforts in the Çanakkale Strait, a region where this species is densely populated, **1,054 individual Pinna nobilis were relocated to safe areas**. The relocation was carried out in cooperation with Çanakkale Onsekiz Mart University. University officials conducted exploration dives to determine the number of mussels and developed a plan for their transfer. One month after the relocation, underwater dives were performed to check whether the Pinna shells were surviving healthily in their natural habitat. Another dive was conducted in 2019 to monitor the survival rate. Further dives were also carried out in 2019, 2020 and 2023 to to continue assessing effectiveness.

During the construction phase of our **10,000 Steps a Day for Rare Plants and Wildlife Project,** we carry out ecological studies for both aquatic and terrestrial habitats and work to protect biodiversity. In the ESIA Report prepared for the project, three rare plant species were identified along the highway route: Ferulago confusa, Rorippa thracica, and Thymus atticus. To conserve these species, seeds were collected along the highway route and sent to the Turkish Seed Gene Bank. As part of the Project's Soil Erosion, Rehabilitation, and Landscape Management Plan, the types and quantities of seeds collected and used during the post-construction landscaping phase have been recorded in a Seed Collection Register, which is maintained through seed collecting and counting activities. By the end of 2022, the number of seeds collected reached 9,000. Monitoring activities for the reintroduced seeds will begin in 2024.

The 40-meter-wide ecological bridge was constructed to prevent habitat fragmentation, ensure the safe passage of wildlife, and reduce traffic accidents caused by wild animals. Operational since March 2022, the bridge contributes to preserving ecological integrity in the area and strengthening the balance between human activities and natural habitats.

Social Performance Management and Creating Social Value

Trasparent Stakeholder Engagement

The 1915Çanakkale Bridge and Motorway Project represents a milestone in the improvement of highways in line with the Vision 2023 goals. Throughout the project, interactions have been maintained with various stakeholder groups through different communication channels. Following the approval of the EIA Report in 2016, the first interactions with stakeholders were conducted. Stakeholder Consultation Process was carried out in January 2018 in compliance with IFC Performance Standards (a 30-day official period plus an additional 30 days). Project documents, including the draft ESIA Report, were presented to public commentary. 68 non-governmental organizations were invited to participate in the process, with approximately 1,000 people attending the organized events. The opinions and feedback received from stakeholders formed the basis of the Stakeholder Engagement Plan.

Within the scope of the 1915Çanakkale Bridge and Highway Project Stakeholder Engagement Plan:

- Information about the Project has been presented to all key stakeholders and the public affected by the Project.
- During the Stakeholder Consultation Process, information was provided to stakeholders affected by the Project at any level, as well as to other relevant stakeholder groups. Project-affected Persons (PAPs) were informed about the Stakeholder Consultation Process.
- Integration of opinions and feedback received during the Stakeholder Consultation Process to finalization of the ESIA Report was explained.
- Detailed information about the grievance mechanism was provided.

The table below presents the communication tools and frequency of contact for each stakeholder group.

Stakeholders	Method	Frequency
Governmental Authorities	Reports	Monthly
	Meetings	Monthly
	Special Events (Fair, Seminar, Convention, Etc.)	Case-basis
	Official Letters	Continuous
	E-mail	Continuous
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
Project Employees	Social Activities	At Least Once A Year
	Coordination Meetings	Monthly
	All Hands Meetings	Quarterly
	Newsletters	Quarterly
	Social Media	Continuous
	Website	Continuous
	E-mail	Continuous
	Employment Policy Document	Continuous
	Code Of Conduct	Continuous
	Health, Safety, Environment And Social Relations Policy	Continuous
	Trainings	Continuous
	Work Health And Safety Meetings	Monthly
	Worker Grievance Mechanism	Continuous
	Ethics Hotline	Continuous
Prospective Customers	Special Events (Fair, Seminar, Convention, Etc.)	At Least Once A Year
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
Local People (Including Project Affected Persons - Pap)	Face-to-face Meetings	Daily
	Public Consultation Meetings	During Esia Period
	Forms And Informative Reports	At Least Once A Year
	Community Level Assistance Program	Throughout Construction
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
	Community Grievance Mechanism	Continuous
Non-Governmental Organizations (Ngos)	Public Consultation Meetings	During Esia Period
	Informative Reports	Case-basis
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous
Sponsors (Daelim, Limak, Sk E&c, Yapı Merkezi)	Meetings	Monthly
	Newsletters	Quarterly
	Reports	At Least Weekly Basis
	E-mail	Continuous
	Social Media	Continuous
	Website	Continuous

Stakeholders	Method	Frequency
Lenders And Lenders' Consultantsarı	Reports	Monthly
	Meetings, Teleconference	Continuous
	Document Submittal	Continuous
	Newsletters	Quarterly
	E-mail	Continuous
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
Business Partners (Consultants, Subcontractors, Suppliers, Service Providers, Etc.)	Meetings	Case-basis
	E-mail	Case-basis
	Employment Policy Document	Continuous
	Code Of Conduct	Continuous
	Health, Safety, Environment And Social Policy	Continuous
	Inspections / Audits	Monthly
	Trainings	Continuous
	Work Health And Safety Meetings	Monthly
	Worker Grievance Mechanism	Continuous
	Worker Satisfaction Surveys	Quarterly
	Project Information Hotline	Continuous
	Media (Tv, Newspaper, Etc.)	Continuous
	Social Media	Continuous
	Website	Continuous
Academics	Technical Visits	Case-basis
	Media (Tv, Newspaper, Etc.)	Continuous
	Website	Continuous
	Call Center	Continuous
	Project Information Hotline	Continuous

One of our communication tools within stakeholder engagement is the grievance mechanism. To enable stakeholders affected by the Project or other relevant stakeholders to share their complaints, questions, and opinions, the grievance mechanism channels are as follows:

- Distribution of complaint forms to villages
- Project Consultation Hotline
- Sending notifications directly by mail to the Project Office
- Direct communication of complaints, questions, and opinions to the Community Liaison Officer

You can submit your questions, opinions, and complaints related to the Project via the feedback form on our website www.1915canakkale.com, by email at info@1915canakkale.com, or through the Project Information Hotline at 0850 399 1915.

Community Level Assistance Program

The core focus of the Community Level Assistance Program (CLAP) is to implement initiatives that enable families to continue their lives without negative impacts from our Project or to improve their livelihoods through new methods, in addition to the compensations paid or to be paid by the General Directorate of Highways (KGM) in accordance with Turkish legislation. The program was launched in May 2019 in collaboration with our main implementing partner, the Sustainable Rural and Urban Development Association (SÜRKAL), covering 32 settlements located within a 500-meter corridor on both sides of the road.

Four separate programs have been defined in the Community Level Assistance Program, with their main objectives listed below:

1. Program - Skill Development and Access to Market

- Skill development and vocational training programs are conducted to support the growth of the local communities in the affected settlements.
- Participation of the vulnerable groups affected by the Project in the Community Level Assistance Program is encouraged.
- stakeholder groups affected by the Project, such as farmers and fishermen, are supported to access diverse livelihood opportunities.
- Income-generating activities are supported through on-the-job training and practical applications.
- Educational support is also provided to non-governmental organizations and private enterprises.

2. Program - Capacity Building of Institutions

- Necessary capacity-building training has been provided to institutions in the existing settlements.
- The middle schools located within the project area have been repaired.

3. Program - Natural Resources and Sustainable Energy Sources

- Education on the efficient and effective use of natural resources and resource conservation has been provided to communities and local institutions.
- Use of alternative energy sources with lower environmental impact has been promoted.
- Through the design and implementation of related campaigns environmental awareness has been raised.

4. Program - Community Health, Safety and Welfare

- Environmental awareness has been raised regarding the waste generated in existing settlements and its disposal.
- Information on how to improve their health conditions has been provided to vulnerable groups, the elderly, women, and youth.
- All activities carried out to ensure well-being have been supported.

In 2019, to shape the Community Level Assistance Program, a Community Needs Assessment (CNA) study was conducted through focus group meetings in five settlements in the Gelibolu district and four settlements in the Lapseki district. A total of 191 people participated in the meetings, including 71 women and 120 men from 9 settlements. The findings from this study were considered while creating detailed implementation plans to make the Community Level Assistance Program more effective for the local population.

The Community Level Assistance Program, which started field implementation in May 2019, continued to be carried out in accordance with the plan in 2022, reaching 90% completion.

Community Level Assistance Program was completed at the end of December 2023. Throughout 2023, various supportive activities were carried out under the Program. A total of 62 producers received seed support, of which 49 were provided with wheat seeds and 13 with fodder plant seeds. In addition, 10 fruit producers were supported with agricultural equipment, while 6 producers received fertilizers to increase yield. Food and cleaning products were delivered to 12 elderly, disabled, and non-productive individuals. Two households were provided with tablets for their children's education. Lastly, one individual was supported with hairdressing equipment to work as a barber in the village.

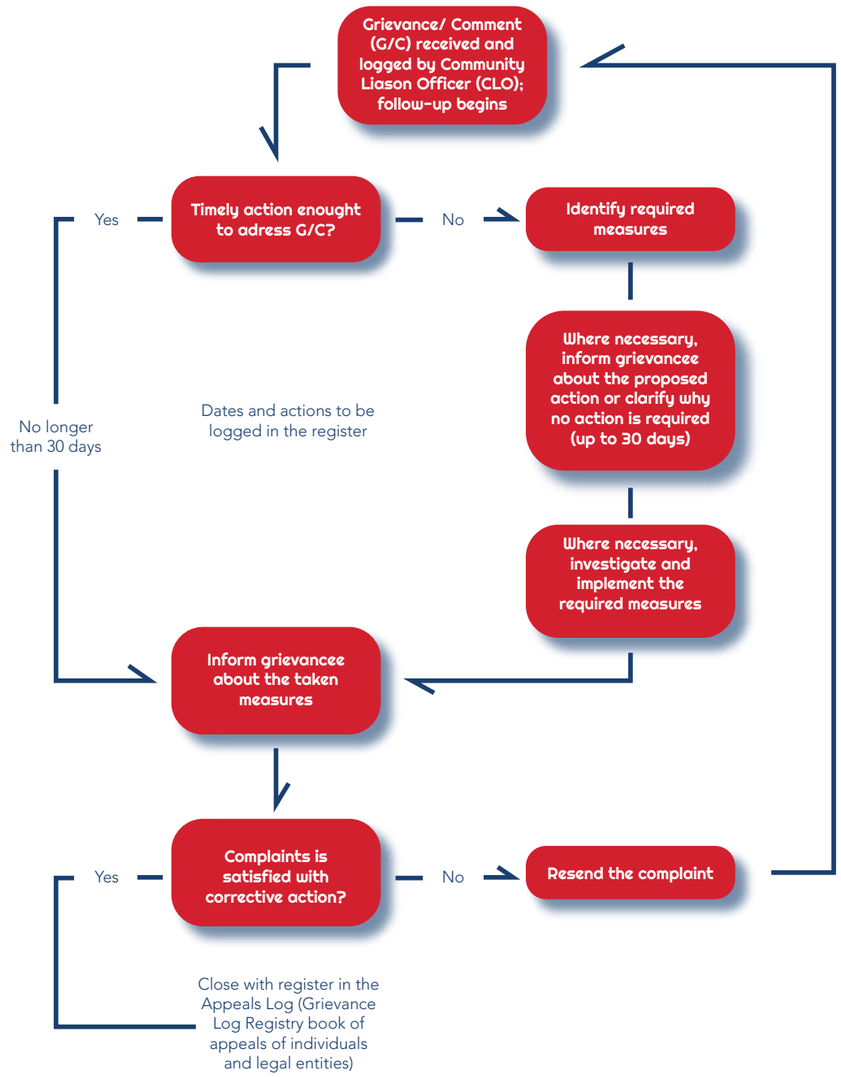
In 2024, the activities of the implementation stage will continue to be monitored in order to assess the level of benefit delivered by Community Level Assistance Program.

Community Engagement Activities

We value our relationship with the local community and consider them our neighbors.

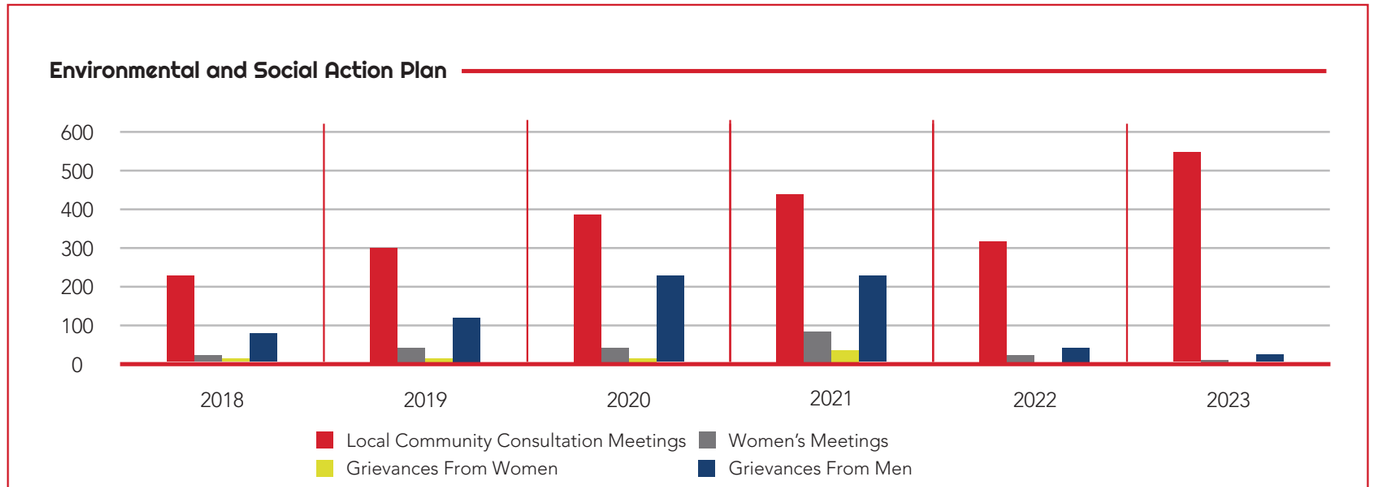
Feedback, complaints, comments, and requests from the local community are carefully taken into account and managed in an appropriate manner. While evaluating existing complaints, necessary actions are taken in accordance with the principles of fairness and transparency.

The complaint evaluation process flow is visualized below:



To effectively understand complaints, our community liaison officers conduct various interviews and hold meetings in the villages within the Project area.

Community Engagement Activities	2018	2019	2020	2021	2022	2023
Local Community Consultation Meetings	220	300	399	440	311	538
Women's Meetings	14	33	35	72	22	2
Resolving Percentage of Community Grievances	%99	%99	%100	%100	%99	%83
Grievances From Women	8	9	4	8	0	0
Grievances From Men	61	122	231	19	35	23



Ethics Management

Due to the involvement of multiple companies and employees in the 1915Çanakkale Bridge and Motorway Project and the wide scope of its impact area, it is necessary to establish the Project's ethical values and define codes of conduct. The Project Ethics Policy aims to communicate commitments to the employees and ensure they recognize important ethical issues. Within the Project, the Ethics Policy serves as a guide to help individuals fulfill their responsibilities properly and uphold moral values.

The Project Ethics Policy, applicable to all employees, subcontractors, and consultants, has been developed in compliance with the IFC Performance Standard - Labor and Working Conditions. Accordingly, the Project's ethics management is carried out in a manner consistent with internationally recognized guidelines. The Project Ethics Policy is reviewed annually under the responsibility of the Human Resources and Administrative Affairs Department and revised as needed.

As part of policy implementation, Project employees report misconduct through the Worker Grievance Mechanism, and the processes for evaluating behaviors and determining penalties are conducted based on the Project's Rewards and Sanctions Procedure.

The Bridge and Motorway Project Ethics Policy is implemented according to the following principles:

- Conducting project activities in accordance with the legal framework.
- Showing respect to individual rights and cultural differences.
- Basing honesty when establishing business relationships.
- Acting honestly, respectfully, and responsibly during the sharing of ideas and opinions.
- Avoiding any form of abuse, bullying, or offensive behaviour.
- Being impartial and avoiding the use of the project's name, corporate identity, reputation, and power for personal gain.
- Carrying out information sharing sensitively and avoiding the use and sharing of confidential information and/or documents.
- Not giving or accepting gifts.
- Complying with the project's Occupational Health and Safety principles.
- Taking responsibility in environmental activities carried out within the Project.
- Keeping the work environment respectful, healthy, safe, and clean.
- Maintaining good relations with the local community and avoiding all actions that may cause disturbance.

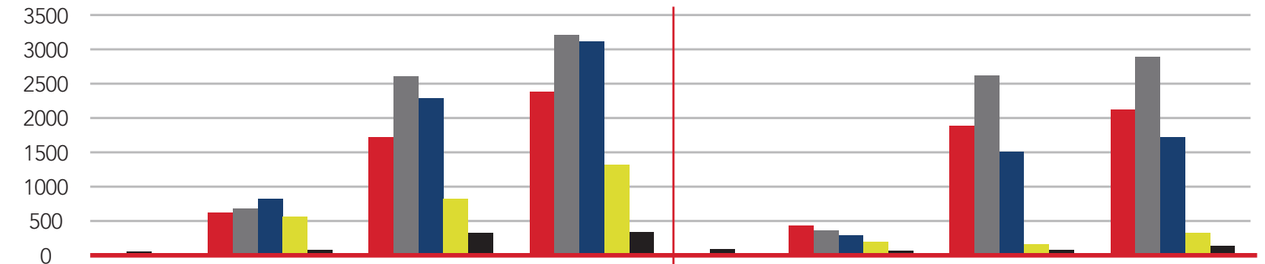
Work and employment conditions within the scope of the Project is secured by the Labor, Working Conditions, and Occupational Health and Safety Policies included in the Employment Policy Document. This includes prohibiting child labor and forced labor, ensuring non-discrimination and equal opportunity, prioritizing the use of local resources, defining rules and principles regarding labor unions, wages, benefits, and working conditions, general occupational health and safety regulations, training and continuous awareness opportunities, worker accommodation, and the protection of contractor rights.

Human Resources Management

With the Project Employment Policy, we work to secure the rights of our employees while aiming to create value for society. We aim to create a work environment where employees can receive regular training, enhance their skills and competencies, respect human rights, support equal opportunity without discrimination, and ensure fairness and equality. Throughout all human resources processes starting from recruitment, a neutral and transparent approach is adopted in the Project. Equal opportunities are offered to all employees regardless of age, gender, belief, ethnic origin, or any other personal characteristic, and discrimination is not allowed.

2023 Field Workers Demographics				
Bridge				
Company	**Technical Staff**	**Administrative Staff**	**Blue Collar**	**Total**
ITT	7	1	1	9
DLSY JV	22	12	19	53
Subcontractors	77	34	156	267
Total	106	47	176	329
Motorway				
Company	**Technical Staff**	**Administrative Staff**	**Blue Collar**	**Total**
ITT	4	2	60	66
DLSY JV	19	4	8	31
Subcontractors	9	2	20	31
Total	32	8	88	128

Worker Demographics



	Bridge				Motorway			
2019	-	609	1771	2380	-	362	1888	2250
2020	-	619	2614	3233	-	345	2617	2962
2021	-	771	2274	3045	-	229	1537	1766
2022	-	544	771	1315	-	146	136	282
2023	9	53	267	329	66	31	31	128

2023 ÇOK A.Ş. Employee Demographics	
Department	**Number of Employees**
Upper Management	4
Contract and Administrative Affairs	21
Technical	16
Finance	19
Ankara Office	2
Total	62

Employees in Different Categories*	
ÇOK A.Ş. Employees	
Women	%25
Men	%75
ITT Employees	
Bridge	%12
Motorway	%88
DLSY JV Employees	
Bridge	%63
Motorway	%37
Subcontractor Employees	
Bridge	%89
Motorway	%11

* Calculated as of the end of December 2023.

We keep our grievance mechanism for employees continuously active. With the start of the operational phase, we will reassess the grievance mechanism and employee satisfaction practices, and update our Employment Policy Document and Environmental and Social Management Plan in line with the renewed applications.

Economic Impacts

Use Of Local Content

With the Project Employment Policy, we work to secure the rights of our employees while aiming to create value for society. We aim to create a work environment where employees can receive regular training, enhance their skills and competencies, respect human rights, support equal opportunity without discrimination, and ensure fairness and equality. Throughout all human resources processes starting from recruitment, a neutral and transparent approach is adopted in the Project. Equal opportunities are offered to all employees regardless of age, gender, belief, ethnic origin, or any other personal characteristic, and discrimination is not allowed.

Maritime Traffic Risk Assessment and Marine Pollution Prevention

Most of the works related to the 1915Çanakkale Bridge Project take place at the sea. Comprehensive measures were determined to carry out works amid the dense marine traffic of the Çanakkale Strait through a three-stage Maritime Traffic Risk Assessment Study conducted in 2018. In this study, the environmental and social risks potentially arising from ship accidents were evaluated both qualitatively and quantitatively. During the assessment, factors such as commercial maritime traffic, navigation routes, fishing activities, navigation buoys, the Turkish Straits Vessel Traffic Management System, marine accident statistics, existing risk level, fuel spills, and emergency response to fuel spills were considered. In 2020 and 2021, the findings of the Maritime Traffic Risk Assessment were shared in meetings with the Port Authority, ferry operators, and fishermen. Additionally, our community liaison officers regularly informed the Lapseki, Çardak, and Gelibolu Fishermen's Cooperatives about the construction activities to be carried out at sea. Regular communication activities with fishermen continue. For the operation phase, design-related recommendations are evaluated and incorporated into Project design, while administrative matters are included in the Operation and Maintenance Management Systems.

The Çanakkale Strait, which experiences heavy ship traffic, is continuously monitored through digital systems by the Vessel Traffic Services under the Çanakkale Directorate General of Coastal Safety. Routine meetings are held every three months with the Port Authority to exchange information about the progress of the Project. To enable emergency response to any environmental pollution resulting from a possible accident, an expert company is contracted. Additionally, the Project has a dedicated boat and four personnel who stand guard 24/7 with the capacity to encircle an area of 300 meters. They provide initial intervention in the event of any pollution until the teams from the Directorate General of Coastal Safety arrive at the scene.

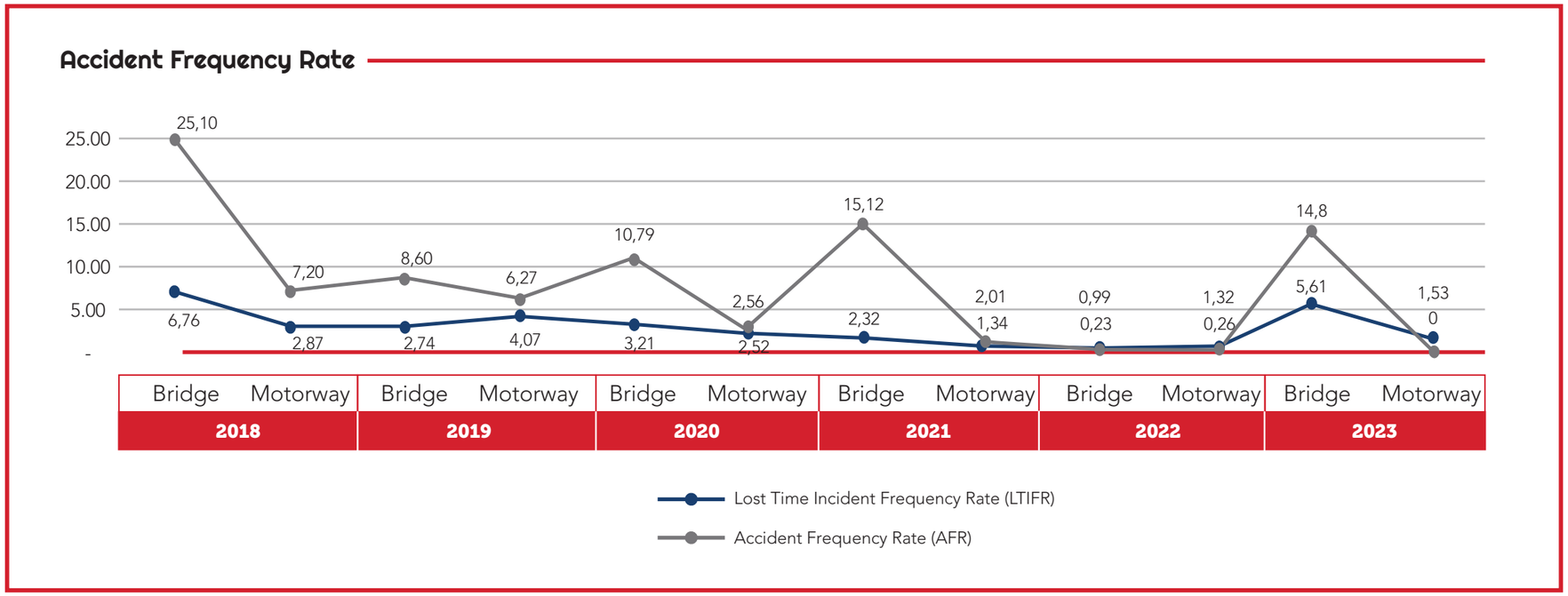
Occupational Health and Safety

Occupational Health and Safety (OHS) is our top priority for the Project, reflecting our commitment to protecting the well-being of our employees and ensuring successful execution of our construction works. Especially following the COVID-19 pandemic, the heightened importance of health and safety has underscored our determination to create a safe and healthy working environment.

Our OHS approach goes beyond mere compliance and encompasses a holistic strategy that includes field inspections, comprehensive training initiatives, and the use of management tools such as rules, procedures, and plans. With a continuous improvement mindset, the pursuit of excellence in OHS is embedded in our corporate identity.

As we navigate this challenging period, we remain committed to prioritizing the health, safety, and welfare of our workforce, adapting our practices to the evolving environment, and conducting our construction activities safely and securely.

	2018		2019		2020		2021		2022		2023	
Performance Data Title	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**	**Bridge**	**Motorway**
Fatalities	0	0	0	1	0	1	1	2	1	0	0	0
Disabling Injuries	-	-	1	0	0	0	0	0	0	0	0	0
Lost Time Incidents	22	2	27	24	21	25	17	9	6	8	11	3
Lost Time Incident Frequency Rate	6,76	2,87	2,74	4,07	3,21	2,26	2,32	1,34	0,99	1,32	5,61	1,53
Accident Frequency Rate	25,1	7,2	8,6	6,27	10,79	2,52	15,12	2,01	0,23	0,26	14,8	0
Number of Lost Days	196	8	165	180	125	281	104	89	36	213	181	12
Number of Rewards	-	-	251	31	239	71	240	77	-	-	-	-
Number of Punishments	-	-	429	129	242	81	192	88	-	-	-	-
Total Training Hours	60.430		56.790	38.684	108.496	125.383	127.131	67.340	38.296	1.443	23.166	



Various efforts are carried out by our Occupational Health and Safety (OHS) experts across the Project to improve overall OHS performance and prevent accidents and fatalities. In this context, the capacity of the OHS Department has significantly increased. Improvement actions in response to fatal accidents (even when death occurred due to natural causes) have been promptly implemented. Policies, plans, and procedures have been reviewed to eliminate risks. Updated policies and newly developed plans outlining new rules have been shared with all employees in both the Bridge and Motorway groups. In line with these updates, the content of our OHS training programs is enhanced, and our employees became more aware.

A gap analysis study was conducted within the scope of the main seven clauses (Clause 4 – Clause 10) of the ISO 45001:2018 Occupational Health and Safety Management System document, by evaluating the responses provided by Project employees and observations made during site visits. The recommendations identified through the gap analysis are crucial for establishing a fully compliant Occupational Health and Safety Management System with ISO 45001:2018. Based on the analysis results, it has been observed that the current Occupational Health and Safety Management System is implemented effectively in the Project, and that employees possess a satisfactory level of knowledge regarding the requirements of the established system.

Archaeology and Cultural Heritage

Potential impacts of our Project on archaeological and cultural heritage were initially assessed during the ESIA phase, in line with IFC Performance Standard 8. During this phase, areas classified as sensitive zones were identified. Following the ESIA process, planned archaeological surveys were carried out, and identification of sensitive areas on the European side was completed in 2018. Findings from these studies were taken into account during the design phase, and a Cultural Heritage Management Plan was developed accordingly.

To ensure implementation of the necessary measures outlined in the Management Plan, an expert field archaeologist was engaged in 2018. Surveys were conducted along the project route, with archaeologists walking every meter of the area. Potential archaeological sites identified during these surveys were examined in cooperation with the local museum directorates. Throughout the construction phase, close collaboration was maintained with the Tekirdağ Archaeology Museum and the Çanakkale Archaeology Museum. In addition, comprehensive training sessions were provided to all workers and excavation subcontractors on how to recognize archaeological findings during underground works and the appropriate actions to take in such cases.

In 2019, archaeo-geophysical assessments were completed at 15 registered and unregistered sites on both the European and Asian sides of the Project. In cases where archaeological findings were encountered, regular coordination with the Archaeology Museums ensured the protection of our cultural heritage.

During excavations carried out at the registered site known as "Gelibolu Area – 5," experts uncovered a bowl from a tomb dated to the Late Roman period (5th–6th century), along with 43 tombs believed to belong to the Late Byzantine period. Anthropological studies of these findings provided valuable insights into the age at death, gender distribution, dietary habits, and pathological conditions of the individuals buried there.

All excavation works were carried out under supervision of the Archaeology Museums. Construction activities in the approximately 1,000 m^2 registered area continued with the guidance of museum experts, ensuring that the archaeological findings were preserved. Through our project activities, we remain committed to supporting the discovery and preservation of Turkey's archaeological richness, with a deep sense of responsibility toward cultural heritage.

Reach Us

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2024

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