



2024
ENVIRONMENTAL AND SOCIAL
PERFORMANCE REPORT

1915 ÇANAKKALE

**1915ÇANAKKALE BRIDGE
AND MOTORWAY PROJECT**

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Contents

About The Report	6
Ceo's Message	8
About The Company	11
About DLE&C	12
About Limak	12
About SK ecoplant	13
About Yapı Merkezi	13
About The Project	14
Awards	16
Project Milestones	20
Project Highligts	22
Sustainability Metrics of The 1915Çanakkale Bridge and Motorway Project	26
Environmental And Social Performance Management	28
Our Environmental and Social Performance Journey	30
1915Çanakkale Bridge and Motorway Project's Environmental and Social Performance Management Network	31
Corporate Sustainability Approach	32
Environmental and Social Action Plan	36
Environment, Health and Safety Inspections And Applications	38
Environmental Performance and The Climate Crisis	40
Water Management	40
Greenhouse Gas Emissions and Energy Tracking	42
Waste Management	48
Noise Management	50
Protection of Biological Diversity	52
Social Performance Management and Creating Social Value	54
Transparent Stakeholder Engagement	54
Community Level Assistance Program	60
Community Engagement Activities	62
Ethics Management	64
Human Resources Management	66
Economic Impacts	70
Occupational Health and Safety	72
Archaeology And Cultural Heritage	74
Reach Us	77



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 01/01/2024 - 31/12/2024 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.



Ceo's Message

Dear Stakeholders,

We crowned the year 2024, in which we celebrated the first anniversary of the 1915 Çanakkale Bridge, with prestigious global awards granted to our project. We have continued to prove on the international stage that our bridge is not only Turkey's but also one of the world's greatest engineering marvels.

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

The first year of operation of our bridge has yielded results beyond expectations. This strategic connection, which has reduced the crossing time of the Dardanelles Strait to six minutes, has already begun to demonstrate the positive regional development impacts we anticipated. In particular, the direct connection of Çanakkale and Balıkesir to both the west and Istanbul has boosted the value of regional products and enabled a transformation whereby Çanakkale can now be reached from Greece and Bulgaria within just one hour.

Our pioneering practices in the environmental and social dimensions of the project have laid the groundwork for international recognition. From measures taken to protect dolphins in the Dardanelles and relocating the Pinna Nobilis mussel species to safe areas, to implementing 321 environmental and social projects across 32 settlements and establishing the Gelibolu Women's Pioneer Production Cooperative, our wide range of initiatives stand as tangible reflections of our "good neighbor" philosophy.

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

We are pleased to share with you our report on the environmental and social initiatives of 2024. This report demonstrates that our project is not merely a transportation infrastructure, but also a model for sustainable development and social welfare.

In this special year marking our second anniversary, I extend my gratitude to all my colleagues who contributed to the project, to our esteemed stakeholders, and to everyone who has supported our success. I believe that we will continue writing this success story together in the future.

Best Regards,

Mustafa Tanrıverdi
CEO





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. is one of the main subsidiaries of the DL Group, also a world-class EPC (engineering, procurement and construction) contractor and petrochemical company. In 2024, DL E&C, which undertakes large-scale projects across 35 countries, was ranked 86th on the ENR International Contractors list published by Engineering News-Record (ENR), a leading global construction industry magazine.

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 48th in the ENR International Largest Contractors list in 2024. 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. 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 2024, Yapı Merkezi placed 82th 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.



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 1915 Çanakkale 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;

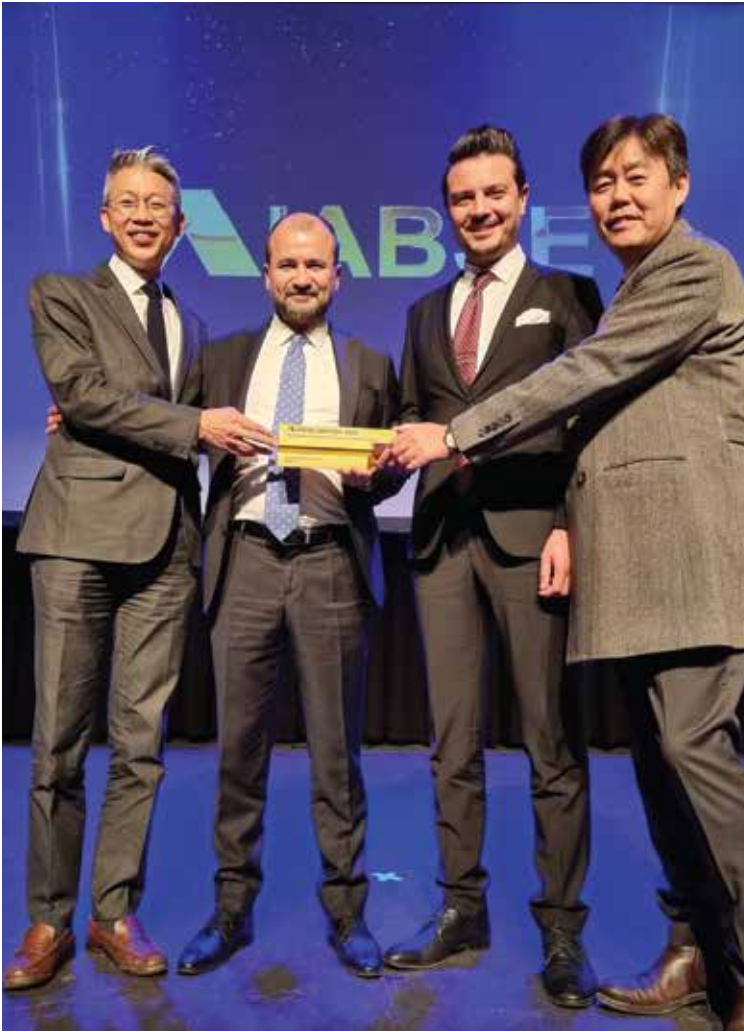
All awards received by the Project:

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

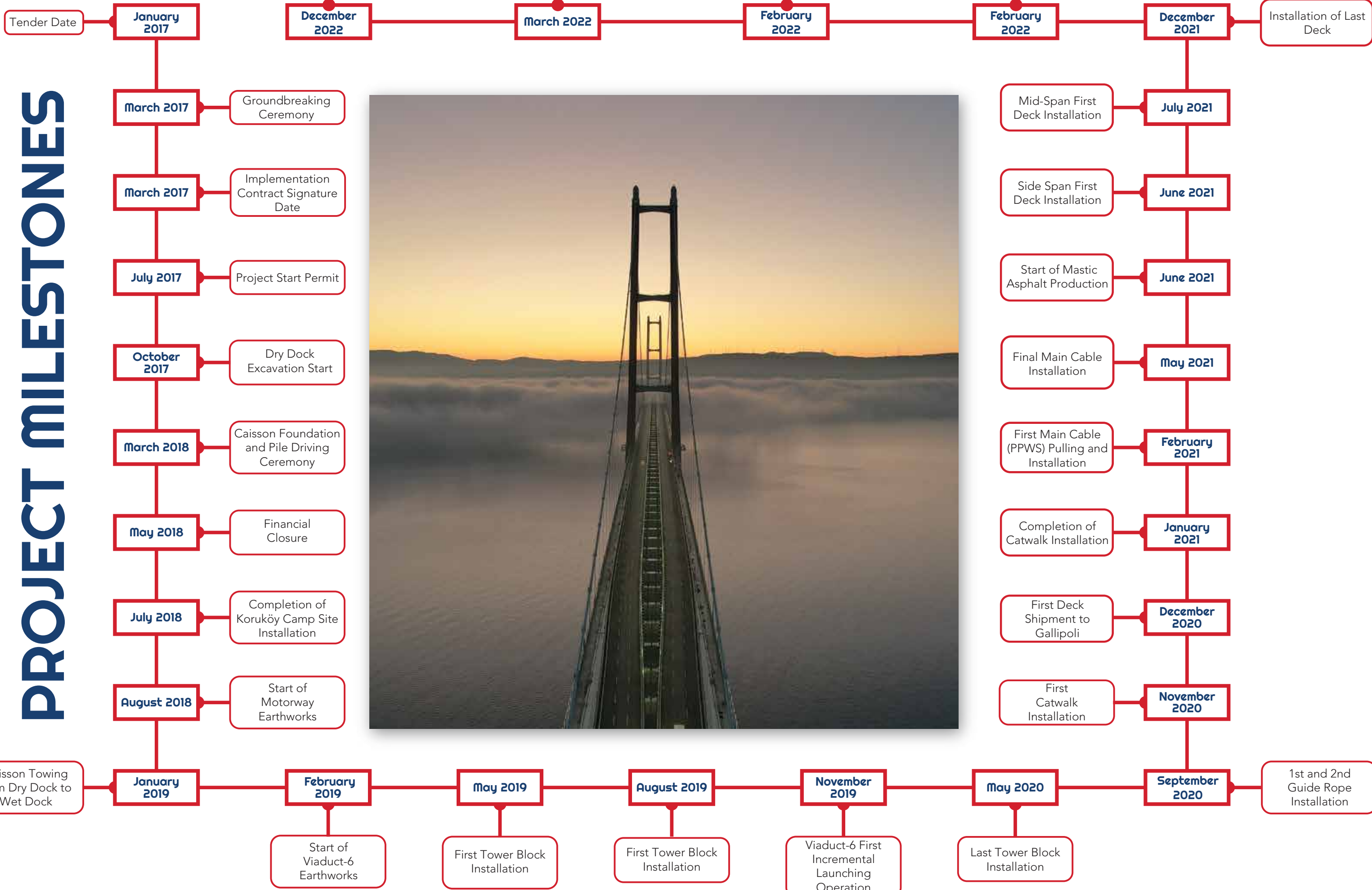


Awards

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



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 Kinalı-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 Highlights



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.



318m
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 character.

The 1915Çanakkale Bridge holds great strategic importance and stands out as a remarkable engineering achievement. With a main span of 2023 meters, the 1915 Çanakkale 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 1915 Çanakkale 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.

In 2018, 1,054 *Pinna nobilis* individuals were translocated to refuge areas. Follow-up dive surveys in subsequent years recorded a 95% transplantation success rate.

In 2021, the parasite *Haplosporidium pinnae*, first documented off Spain in 2016 and by then reported along the Mediterranean and Aegean coasts of Türkiye, caused widespread mortality in *P. nobilis* populations. Project-translocated individuals were among those affected.

Our ecologist responsible from assessment and management of the potential impacts of the 1915 Çanakkale 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. In the Fall of 2024, 20% of the seeds were sourced from the Türkiye Seed Gene Bank. From these seeds, seed balls were meticulously crafted and dispersed, fostering the reintroduction of species into their native habitats and symbolizing our enduring commitment to ecological restoration.

To safeguard cultural heritage, the entire 89 kilometre motorway alignment was surveyed within a 200-metre-wide corridor to identify potential assets. Areas with higher archaeological potential were investigated using archaeo-geophysical methods.

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.

The Community Level Assistance Programme (CLAP) was implemented within the 1915 Çanakkale Bridge and Motorway Project to support 32 affected settlements. It focused on skills development, institutional capacity, sustainable resource use, and community health. Between 2019–2023, thousands of households benefited from trainings, seeds, equipment, and infrastructure, while disadvantaged groups received targeted aid. Over 90% of planned activities were completed, making CLAP a successful model aligned with IFC PS5 standards.

In 2023, nine solar PV systems were commissioned across separate sites, providing a combined installed capacity of 51.3 kW.

In 2024, stakeholder engagement remained ongoing, resulting in the resolution of around 86% of complaints and the organization of 355 meetings with local communities.

Environmental and Social Performance Management

Within the framework of sustainability, the 1915 Çanakkale 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.

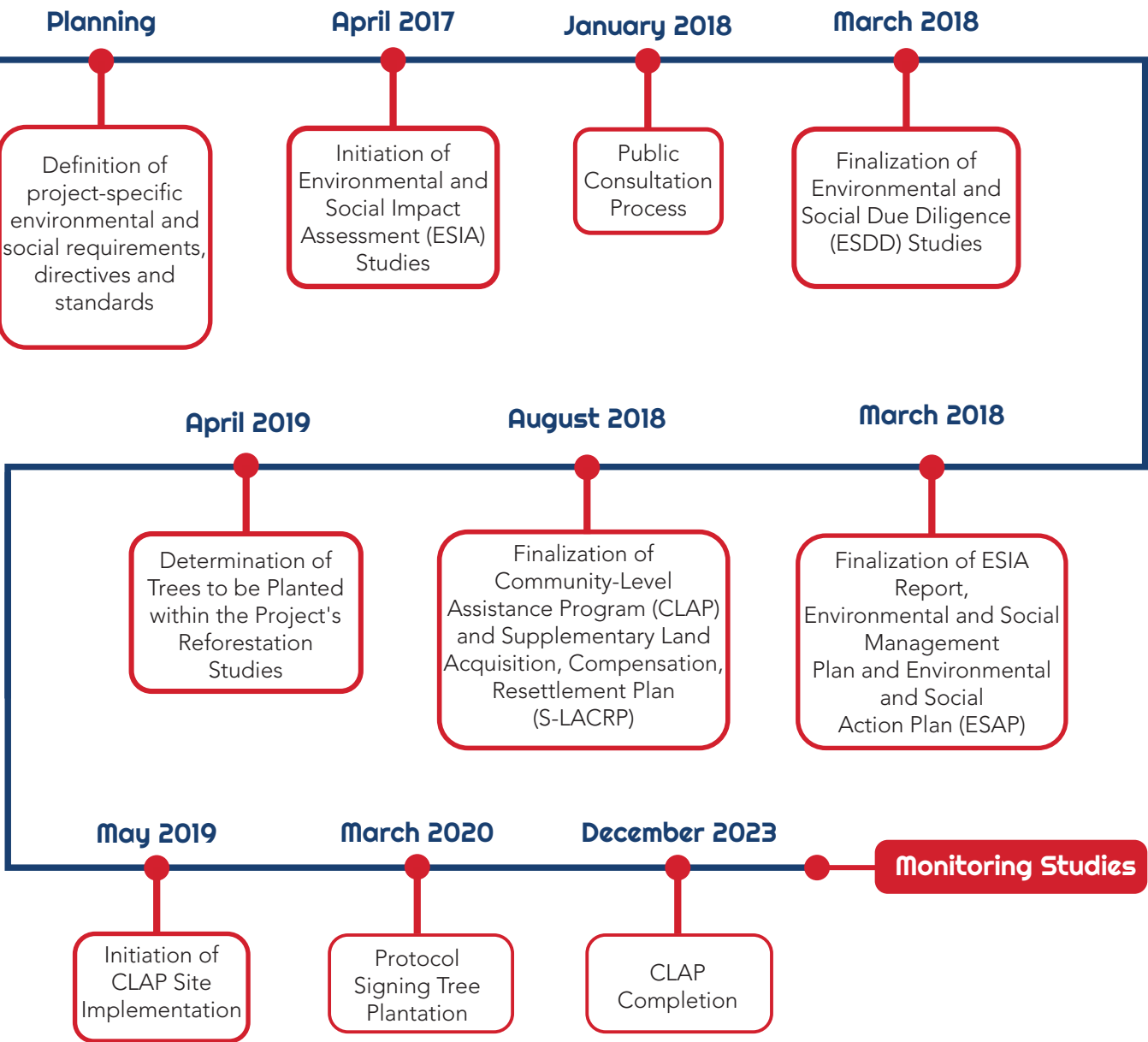
In the 1915 Çanakkale Bridge and Motorway Project, we continue our operations by taking actions aligned with environmental and social awareness. In accordance with the national regulations, the Environmental Impact Assessment (EIA) report was approved at the start of the project. Following this approval, 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.

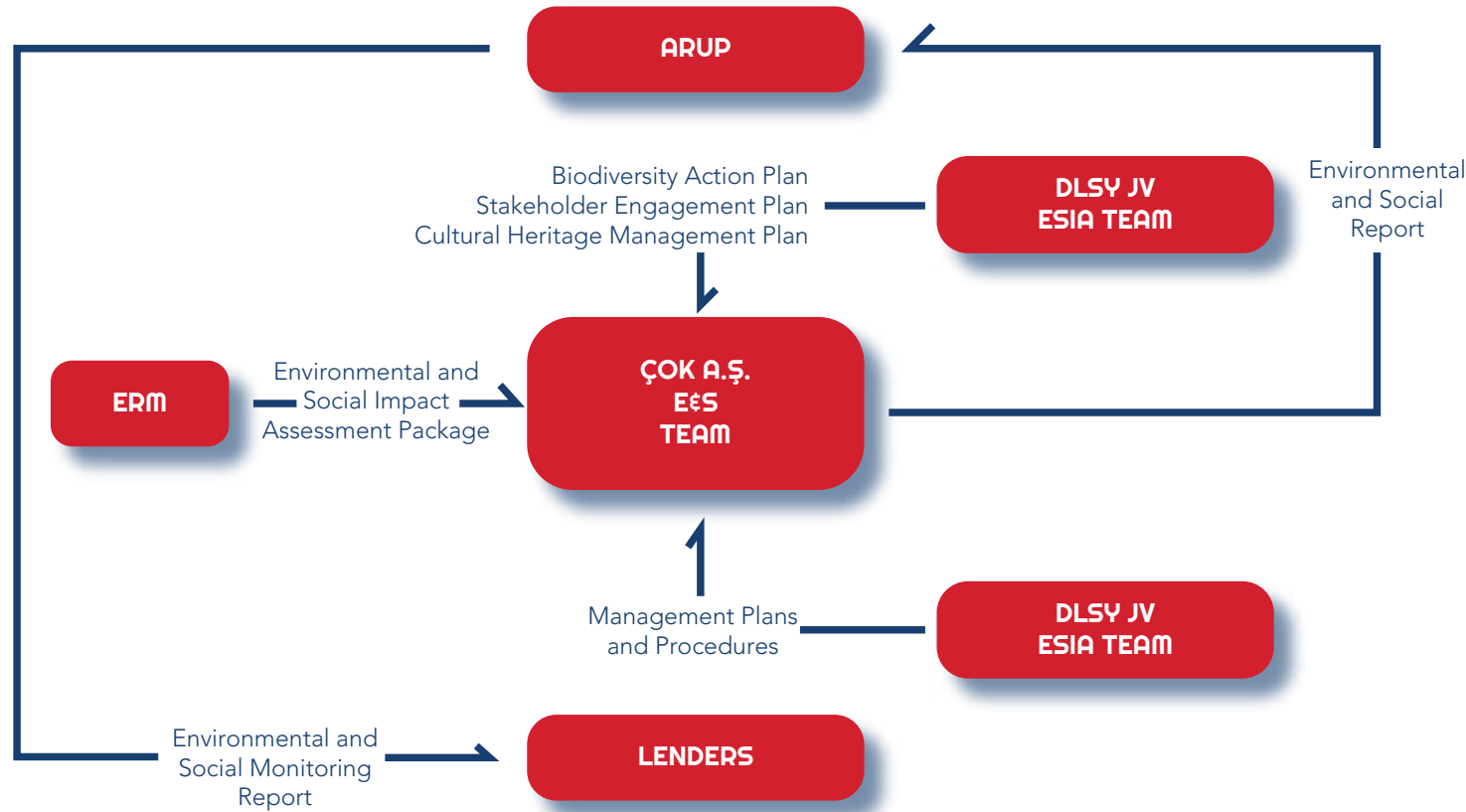
After completing the ESIA process, the Environmental and Social Action Plan was prepared by ARUP, the lenders' Environmental and Social Advisor. Effective implementation of the steps outlined in the Action Plan is critical to maintain strong environmental and social performance during both construction and operation phases. In 2024, 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



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



Corporate Sustainability Approach

ÇOK A.Ş. is committed to delivering the Project with a strong focus on health, safety, social, and environmental responsibility. Guided by our Health, Safety, Security, Environment, and Social (HSSES) Policy for the 1915 Çanakkale Bridge and Motorway Project, we ensure effective risk management, legal compliance, and the fulfillment of stakeholder expectations across the design, construction, and operation phases.

Our policies set out the actions needed to drive continual improvement and prevent incidents. We prioritize safe, internationally compliant working conditions and take all necessary measures to maintain a secure work environment for our employees.

To support community development and public welfare, we carry out proactive engagement, transparent communication, and public-safety initiatives, conducting all activities with respect for both people and nature.

Our Environmental and Social Team manages processes under a “Guidance–Support–Monitoring” model. To maintain alignment with applicable international standards, an Environmental and Social Management System (ESMS) is implemented across the organization. The ESIA team oversees environmental and social matters, including guidance to onsite HSE teams, protection of archaeological heritage, biodiversity conservation, stakeholder engagement, and coordination with the Community Level Assistance Program.

Compliance with environmental and social requirements is verified through audits and routine inspections covering waste management, resource use, air quality and climate, noise and vibration, water quality, and soil contamination. Findings inform the regular environmental and social performance reports shared with stakeholders. In addition, ÇOK A.Ş., supported by field teams, manages the Community Level Assistance Program and matters related to local communities affected by land acquisition. nı hem de kamulaştırmadan etkilenen yerel topluluklara ilişkin süreçleri etkin şekilde yönetmektedir.

Ifc Performance Standards

Across the Project’s construction and operation phases, we implement and routinely report on Environmental and Social Impact Assessment actions in accordance with the IFC Performance Standards.

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

IFC Performance Standard	Applied IFC Performance Standard Requirement	Respective ÇOK A.Ş. Practice
 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 (EP) are an industry benchmark for managing environmental and social risk in project finance, developed by leading financial institutions with support from the International Finance Corporation (IFC). For the 1915 Çanakkale Bridge and Motorway Project, the requirements of Equator Principles III (June 2013) were applied. Accordingly, an Environmental and Social Impact Assessment (ESIA) was conducted and publicly disclosed, and the resulting Environmental and Social Management Plan (ESMP) has been implemented across the Project.

United Nations Sustainable Development Goals

The 1915 Çanakkale 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 environmental and social performance through our Environmental and Social Action Plan (ESAP), delivering the plan’s targets within defined timelines. With support from our field teams, we execute programs covering: preparation and implementation of environmental and social management plans for construction and operation, stakeholder engagement, occupational health and safety (OHS), resource conservation and efficiency, energy efficiency, greenhouse-gas accounting, and noise-pollution management.

Environmental and Social Action Plan Progress

	2018	2019	2020	2021	2022	2023	2024
Actions with Exceeding Compliance	1	0	0	0	0	0	0
Fully Compliant Actions	38	51	57	66	65	67	72
Partial Compliance	14	9	5	6	8	6	1
Actions At Risk	11	4	2	1	0	0	0
Actions with Material Non-compliance	0	0	0	0	0	0	0
Future Actions	9	9	9	0	0	0	0

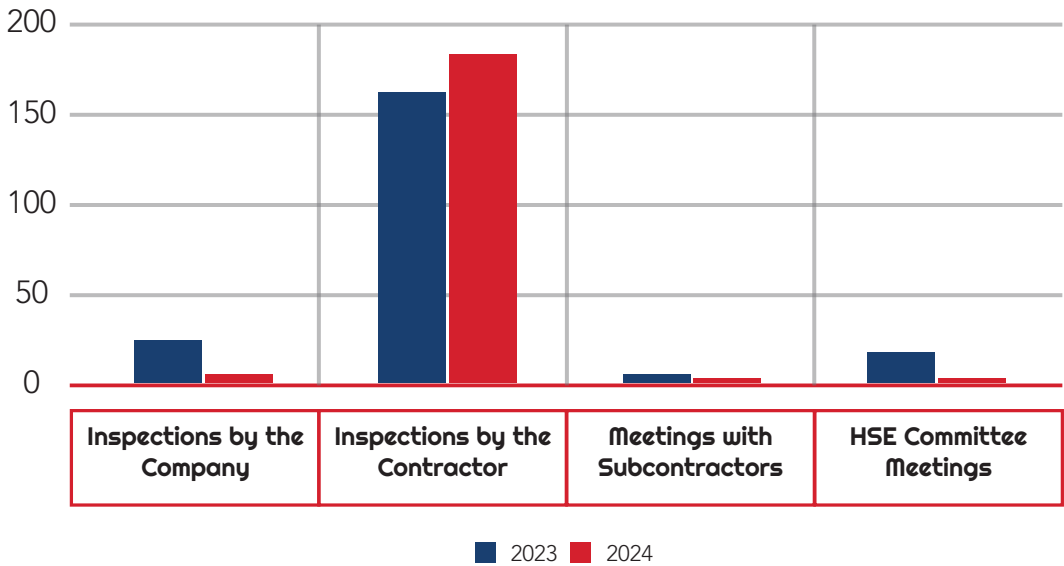


Environment, Health and Safety Inspections and Applications

Periodic Environment, Health and Safety audits are carried out throughout the Project. Results are reviewed by the relevant committees, and corrective and preventive actions are monitored to completion. The tables on this page show the 2024 status.

	2023	2024
Inspections by the Company	23	6
Inspections by the Contractor	161	184
Meetings with Subcontractors	5	3
HSE Committee Meetings	17	2

Environment, Health And Safety Inspections And Applications



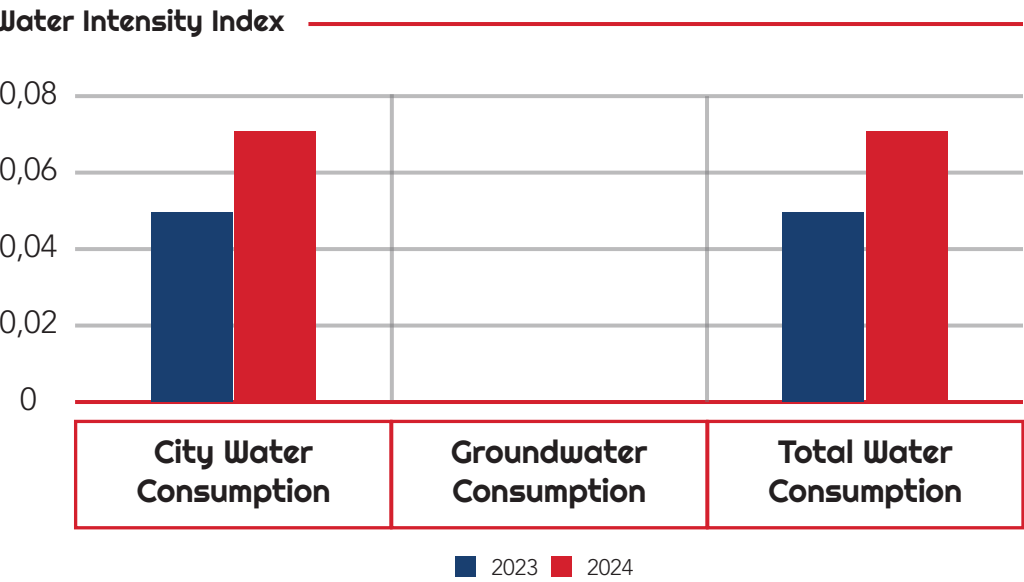
Environmental Performance and The Climate Crisis

Water Management

In accordance with the Equator Principles and the International Finance Corporation (IFC) Performance Standards, we manage potential impacts on water resources across the Project area, including the Çanakkale Strait, lakes, irrigation canals, and drinking-water pipelines. During operation, we focus on minimizing short-, medium-, and long-term risks.

We use water for hygiene, food services, equipment cleaning, irrigation, and wheel washing, and we monitor consumption by source: tap water, bottled water, and groundwater.

Water Intensity	Unit	2023	2024
Water Intensity Index	m³/worker-hour	0,050	0,071
Groundwater Consumption	m³/worker-hour	-	-
Total Water Consumption	m³/worker-hour	0,050	0,071



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:

- **Dust suppression:** Use mist/atomized irrigation systems and retrofit existing sprays to reduce water use.
- **Concrete operations:** Settle mixer wash water in sedimentation tanks and reuse it in production.
- **Vehicle washing:** Physically treat wash-bay water and reuse it for tyre/tire washing; use automatic shut-off hoses to prevent wastage.
- **Alternative sourcing:** Prioritize on-site captured rainwater for irrigation and selected production needs.
- **Awareness & behaviour:** Provide training and install reminder signage to prevent unnecessary use (e.g., taps left running in kitchens, bathrooms, washbasins).
- **Monitoring & reporting:** Track and report site water consumption on a routine basis.
- **Drainage control:** Collect and settle drainage waters before compliant discharge; design drainage structures to prevent uncontrolled releases.
- **Surface-water protection:** Fence streams and canals to avoid impacts from vehicles and construction activities.
- **Weather-led planning:** Schedule construction using forecasts to minimize erosion and related water pollution.
- **Wastewater management:** Reuse treated wastewater wherever feasible; treat and discharge all wastewater in accordance with national and international standards.
- **Groundwater stewardship:** Use groundwater responsibly with approvals from the General Directorate of State Hydraulic Works (DSİ).
- **Pollution prevention:** Conduct fuel refilling in designated, impermeable areas to prevent water and soil contamination.

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 CO₂ concentrations reached a historic high of 413.2 ppm in 2020. This figure was further updated to approximately 417 ppm in 2022, and to about 420 ppm in 2023. By 2024, concentrations climbed further, averaging around 422 ppm. 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

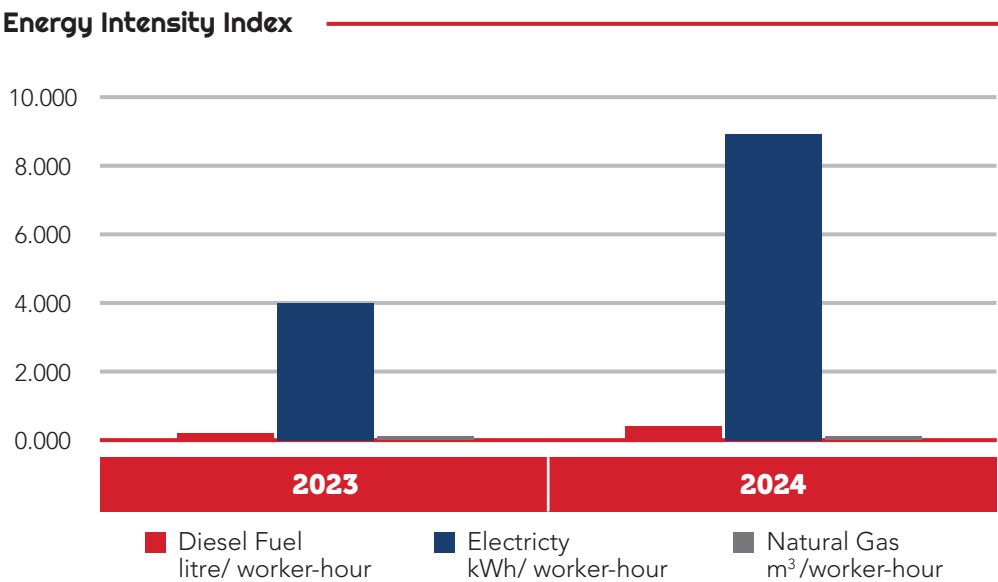
Human driven factors such as rapid population growth, unplanned urbanization, and rising raw material use from industrial activity continue to increase energy demand and, in turn, greenhouse gas emissions. These trends also contribute to global challenges such as ozone layer depletion and climate change.

During Project implementation, we adopted measures to monitor and reduce energy use, including: monitoring energy consumption via invoices and requiring drivers to submit invoices for any off site fuel purchase; tracking fuel consumption for all equipment; switching off machinery and vehicles when idle to avoid unnecessary fuel use; using motion sensor lighting to reduce electricity consumption; and prioritizing the selection of energy efficient equipment where feasible.

In 2024, resource and energy data were monitored regularly and reported semiannually. To ensure effective tracking, consumption is recorded for diesel, electricity, and natural gas.

Energy Intensity Index	Unit	2023	2024
Diesel Fuel	litre /worker-hour	0,225	0,444
Electricity	kWh /worker-hour	4,040	9,011
Natural Gas	m³/worker-hour	0,005	0,023

* The increase in electricity intensity in 2024 is mainly due to the commencement of motorway operation, with consumption largely driven by roadway lighting.



Energy use in the Project is managed with a focus on efficiency and sustainability. Consumption is closely monitored, and fluctuations are expected in line with construction progress. To ensure responsible use of energy resources, the following measures have been implemented throughout the project lifecycle:

- With the start of marine operations, electricity replaced diesel as the primary energy source from the second quarter onward.
- Larger passenger vessels were chartered to reduce trip frequency and increase the number of personnel transported per voyage, replacing smaller boats.
- Energy efficient lighting was installed across facilities.
- Designated parking areas for construction machinery were established to minimize unnecessary movement and short distance operations.
- Speed limit signage was installed, and driver training was delivered to support safe and efficient vehicle use.
- Fuel tanks were secured and sealed to prevent leaks and unauthorized use.
- Idling prevention training was provided to avoid engines being left running when not in use.
- Thermal insulation was enhanced in the camp area to reduce natural gas consumption
- 9 solar PV systems were commissioned across separate sites, providing a combined installed capacity of 51.3 kW.



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 2024, greenhouse gas emissions across the project were systematically monitored, providing a transparent account of our environmental footprint. Scope 1 emissions arising from stationary combustion, mobile sources, and refrigeration/AC amounted to 690.5 CO₂-e metric tons. Scope 2 emissions were calculated as 2,097 CO₂-e metric tons under the location-based method and 1,939 CO₂-e metric tons under the market-based method. In total, organizational emissions ranged between 2,798 CO₂-e and 2,962 CO₂-e, depending on the calculation methodology applied.

These results not only quantify our current impact but also serve as a guiding compass for future reduction strategies. Each figure reflects both the challenges and opportunities ahead, underscoring our commitment to managing emissions responsibly and advancing towards a more sustainable operational model.

Emissions	
Stationary combustion	62.5 CO2-e (ton)
Mobile sources	590.8 CO2-e (ton)
Refrigeration and AC	37.2 CO2-e (ton)
Total	690.5 CO2-e (ton)
Scope 2 Emissions	
Purchased and consumed electricity (location-based)	2,097 CO2-e (ton)
Purchased and consumed electricity (market-based)	1,939 CO2-e (ton)
Total Organization Emissions	
Scope 1 & Location-Based Scope 2	2787.5 CO2-e (ton)
Scope 1 & Market-Based Scope 2	2629.5 CO2-e (ton)



Waste Management

Controlling waste from Project activities and taking timely follow up actions are key indicators of our environmental performance. In accordance with IFC Performance Standard 3, the Environmental and Social Impact Assessment identified the Project’s environmental impacts, including waste management. Project waste management covers resource extraction, bulk material disposal, transport of materials and waste, excavation, and the disposal of other construction related waste. Implementing an effective waste management system across the Project is essential to reduce potential environmental impacts to the lowest practicable level.

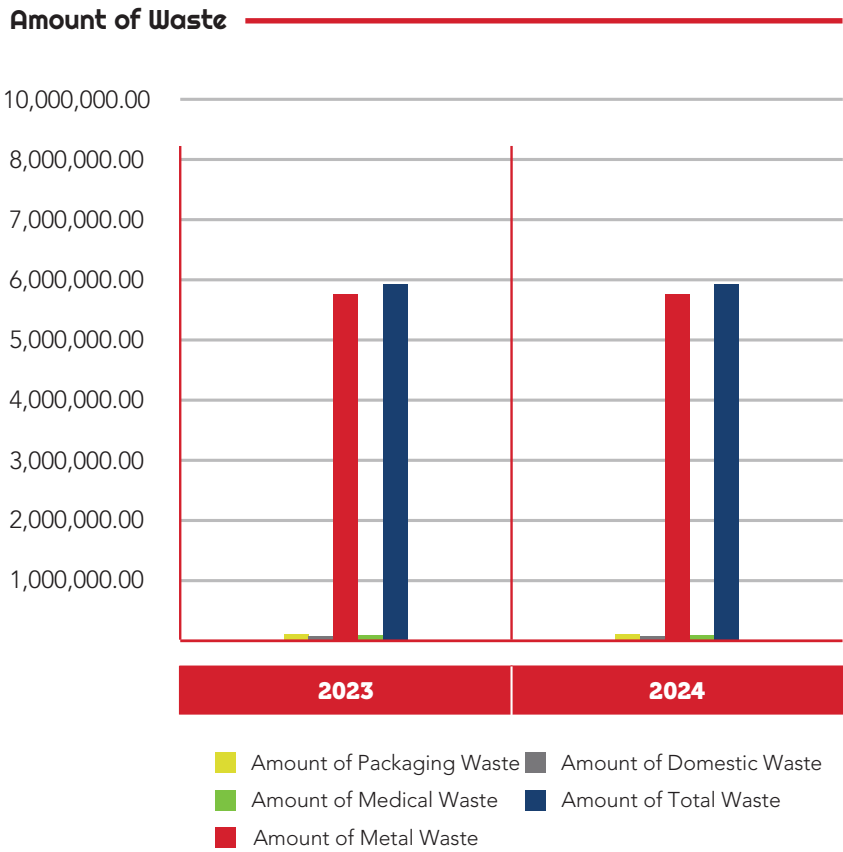
- Since the start of the Project, the core principle has been to keep waste generation at the lowest possible level.
- Where reuse is feasible, excavation and operational wastes are reused, which reduces materials to be purchased, lowers transportation and labor costs, and saves fuel. • Reuse on site is maximized, and for remaining wastes, off site reuse options are identified.
- •Within the Project waste management system, disposal is treated as the option of last resort.

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 are delivered only to sites and facilities authorized by the relevant government authority; deliveries to unauthorized locations are prohibited.
- Waste generation is minimized at the source.
- To reduce packaging waste, materials are procured in bulk or as reusable/returnable products. •Measures are applied to prevent leaks and spills.
- Where feasible, nonhazardous or less hazardous materials are used.
- Reuse of materials is maximized.
- Effective housekeeping practices are maintained across the site.
- Waste is collected properly and on schedule
- Wood, steel, plastic, and paper are segregated at the point of collection.
- Hazardous, nonhazardous, and recyclable wastes are kept separate prior to disposal.
- Where leakage risk is anticipated, waste containers are stored within secondary containment.
- Within the scope of Waste Management, the quantities of packaging waste, domestic waste, metal waste, and medical waste are monitored.

Index	Unit	2023	2024
Amount of Packaging Waste	kg	92.298	26.620
Intensity of Packaging Waste	kg/ worker-hour	0.004	0,027
Amount of Domestic Waste	kg	69,411	21.967
Intensity of Domestic Waste	kg/ worker-hour	0,350	0,229
Amount of Metal Waste	kg	5.808.063	40.520
Intensity of Metal Waste	kg/ worker-hour	2,86	0,0423
Amount of Medical Waste	kg	32	35
Intensity of Medical Waste*	kg/ worker-hour	-	-
Amount of Total Waste	kg	5.969.804	89.142
Intensity of Total Waste	kg/ worker-hour	2,91	0,092

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



Our waste reduction practices in 2024 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 maintain dedicated efforts to protect biological diversity throughout the Project so that essential elements of life are sustained, from human health and economic activity to the conservation of natural resources and agricultural practices.

In the Environmental and Social Impact Assessment, potential effects on biological diversity were identified. To manage these effects, a Biodiversity Action Plan consistent with IFC Performance Standard 6 was developed, covering three focus areas: terrestrial ecology, freshwater ecology, and marine ecology.

Terrestrial Ecology

The impact area is defined as a 1,000-meter-wide corridor along the Project site (88 km from Malkara to Çanakkale), including 500-meter buffer zones on both sides.

Freshwater Ecology

Freshwater sources observed to intersect with the Project are considered as the impact area.

Marine Ecology

Areas where the bridge and construction sites intersect with the marine environment are considered as the impact area.

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:



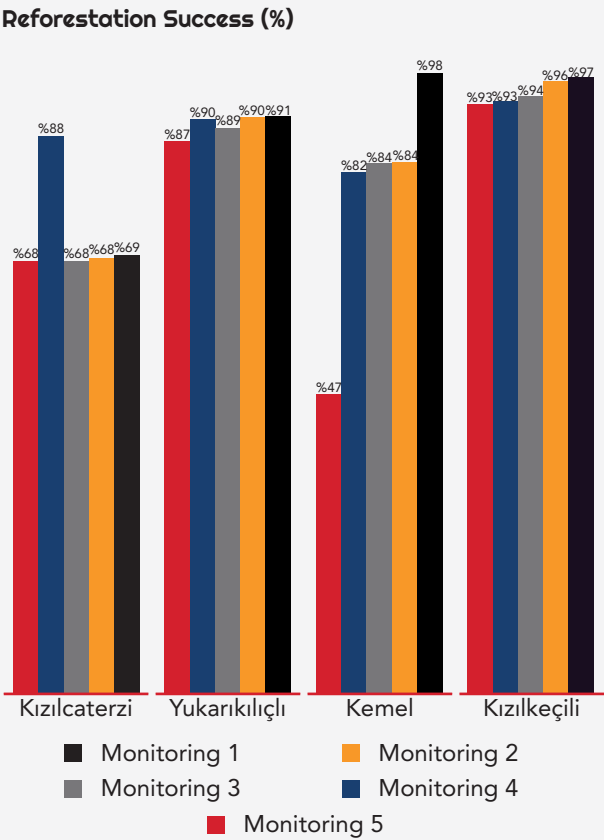
Conversion of forest lands to other uses and the loss of biodiversity are among the leading human driven contributors to the climate crisis. Aware of its responsibilities regarding deforestation, the 1915 Çanakkale Bridge and Motorway Project is committed to reforestation. Within the Environmental and 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 used to calculate the deforested area and the number of affected trees within the Project footprint was approved by ARUP in March 2019 and was 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. The final monitoring visit is planned to be carried out in Q1 2025.



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 continue assessing effectiveness.

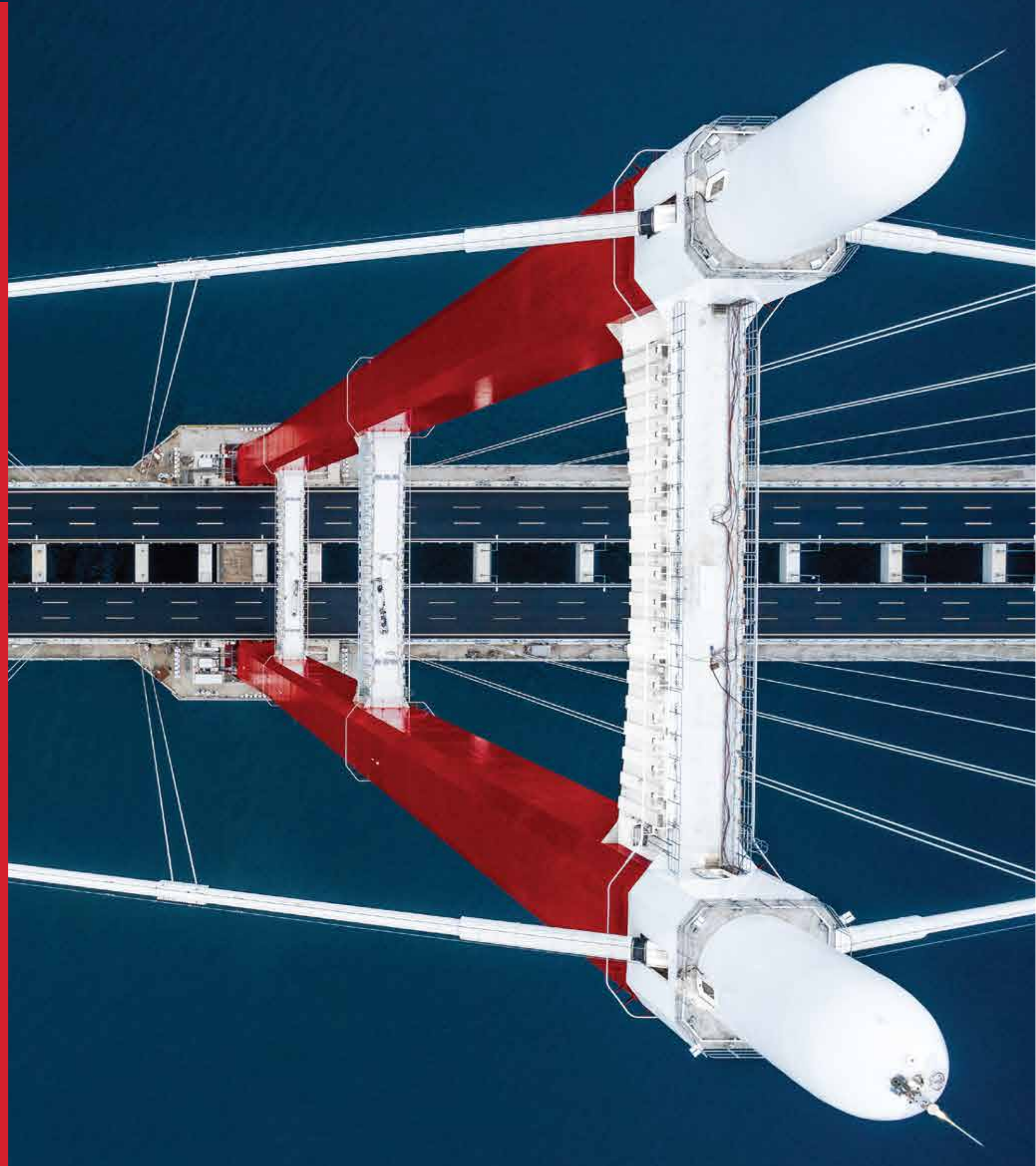
During the construction phase of our **10,000 Steps a Day for Rare Plants and Wildlife Project**, we carry out ecological studies for both aquatic and terrestrial habitats and work to protect biodiversity. In the ESIA Report prepared for the project, three rare plant species were identified along the 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. In the Fall of 2024, 20% of the seeds were provided by the Türkiye Seed Gene Bank. These seeds were carefully formed into seed balls and scattered to encourage the return of species to their natural habitats, standing as a testament to our lasting dedication to ecological renewal.

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

Transparent Stakeholder Engagement

The 1915 Çanakkale Bridge and Motorway Project is a key step in improving highways under Vision 2024. Stakeholder engagement was maintained through multiple channels, beginning with initial interactions after the EIA approval in 2016. In January 2018, a Stakeholder Consultation Process was conducted in line with IFC Performance Standards, comprising an official 30 day period plus an additional 30 days. Project documents, including the draft ESIA, were disclosed for public comment. A total of 68 nongovernmental organizations were invited, and about 1,000 participants attended the events. Feedback gathered from stakeholders informed the Stakeholder Engagement Plan.



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

- Project information was shared with all key stakeholders and with members of the public who may be affected by the Project.
- During the Stakeholder Consultation Process, information was provided to stakeholders who may be affected at any level as well as to other relevant stakeholder groups. Project affected persons (PAPs) were informed about the process.
- How stakeholder opinions and feedback from the Stakeholder Consultation Process would be reflected in the final ESIA Report was explained.
- The grievance mechanism was presented in detail.

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

Stakeholders	Method	Frequency
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 Etc, 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' Consultantsari	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

- TEducation 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 and have been completed in 2023.

The Community Level Assistance Programme (CLAP) was initiated under the 1915 Çanakkale Bridge and Motorway Project to restore and enhance the socio-economic conditions of affected communities. Implemented by SÜRKAL, it encompassed 32 settlements through comprehensive needs assessments, stakeholder engagement, and prioritisation based on impact levels. CLAP was organised under four pillars: skills development and market access, institutional capacity building, sustainable resource use, and community health and safety. Between 2019 and 2023, thousands of households benefitted from training, seed and equipment support, infrastructure investments, and targeted assistance for disadvantaged groups. In 2023 alone, specific support projects were implemented for 93 individuals directly impacted by land loss. Overall, more than 8,000 producers and 2,200 households received direct support, with over 90% of planned activities successfully completed. Fully aligned with IFC PS5 standards, CLAP has become a best-practice example of effective community engagement in large-scale infrastructure projects.

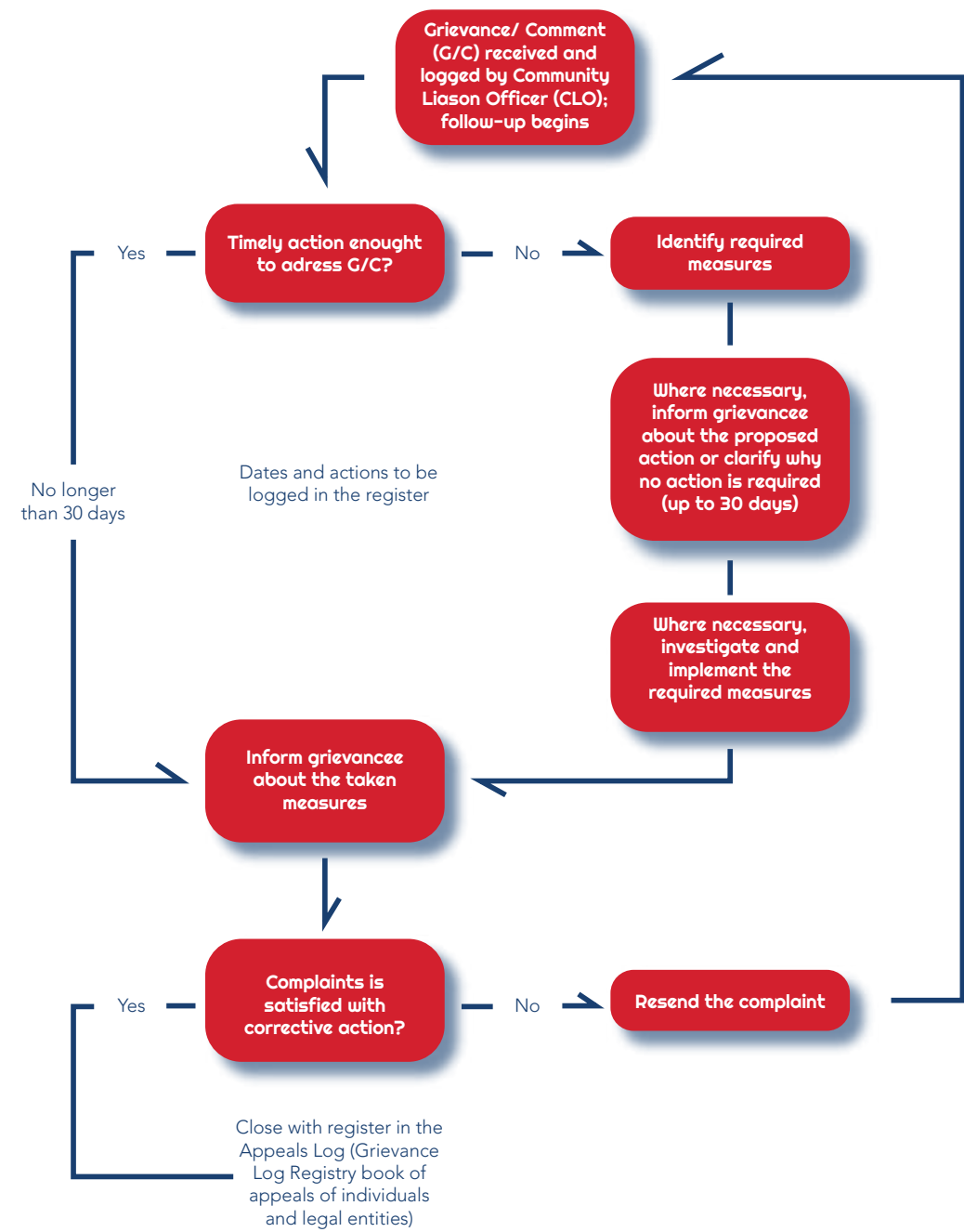
As of 2025, the programme and its continuity will be monitored by independent third party to ensure its success



Community Engagement Activities

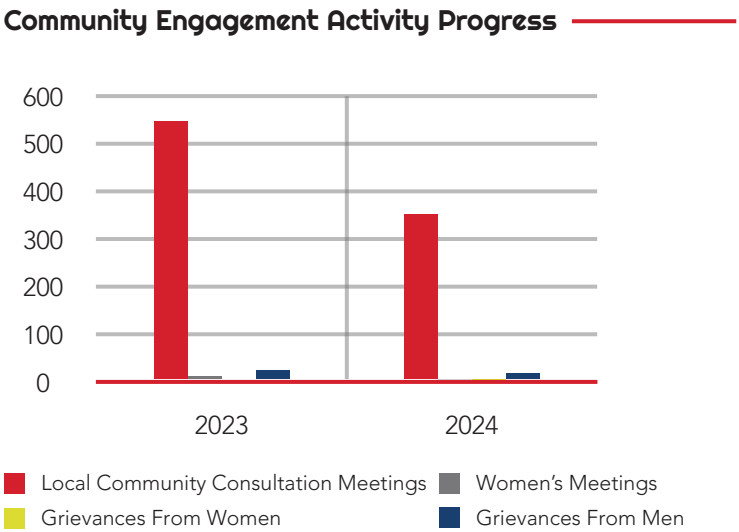
We value our relationship with the local community and consider them our neighbors. Feedback, complaints, comments, and requests from the local community are carefully taken into account and managed in an appropriate manner. While evaluating existing complaints, necessary actions are taken in accordance 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	2023	2024
Local Community Consultation Meetings	538	355
Women's Meetings	2	0
Resolving Percentage of Community Grievances	%83	%86
Grievances From Women	0	0
Grievances From Men	23	15



Ethics Management

Given the participation of many companies and employees and the wide area of influence of the 1915 Çanakkale Bridge and Motorway Project, it is essential to set clear ethical values and a Code of Conduct. The Project Ethics Policy communicates our commitments and helps employees recognize important ethical issues. It serves as a practical guide so that everyone involved understands their responsibilities, acts with integrity, and upholds shared moral values.

The Project Ethics Policy applies to all employees, subcontractors, and consultants. It was developed in compliance with the IFC Performance Standard on Labor and Working Conditions, and ethics management for the Project follows internationally recognized guidelines. The Policy is reviewed each year by the Human Resources and Administrative Affairs Department and updated as needed.

As part of implementation, employees report misconduct through the Worker Grievance Mechanism. The evaluation of behavior and the determination of penalties are conducted under the Project Rewards and Sanctions Procedure.

The 1915 Çanakkale Bridge and Motorway Project Ethics Policy is implemented according to the following principles:

- Conducting Project activities in accordance with applicable laws and regulations.
- Showing respect for individual rights and cultural differences.
- Basing business relationships on honesty.
- Acting honestly, respectfully, and responsibly when sharing ideas and opinions.
- Avoiding any form of abuse, bullying, or offensive behaviour.
- Being impartial and not using the Project name, corporate identity, reputation, or influence for personal gain.
- Sharing information with care and not using or disclosing confidential information or documents.
- Not giving or accepting gifts.
- Complying with the Project’s Occupational Health and Safety principles.
- Taking responsibility for 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 actions that may cause disturbance.

Work and employment conditions under the Project are governed by the Employment Policy Document, which sets out the Policies on Labor, Working Conditions, and Occupational Health and Safety. This framework prohibits child and forced labor, ensures nondiscrimination and equal opportunity, prioritizes the use of local resources, defines rules and principles on labor unions, wages, benefits, and working conditions, sets general occupational health and safety requirements, provides training and continuous awareness, establishes standards for worker accommodation, and protects contractor rights.

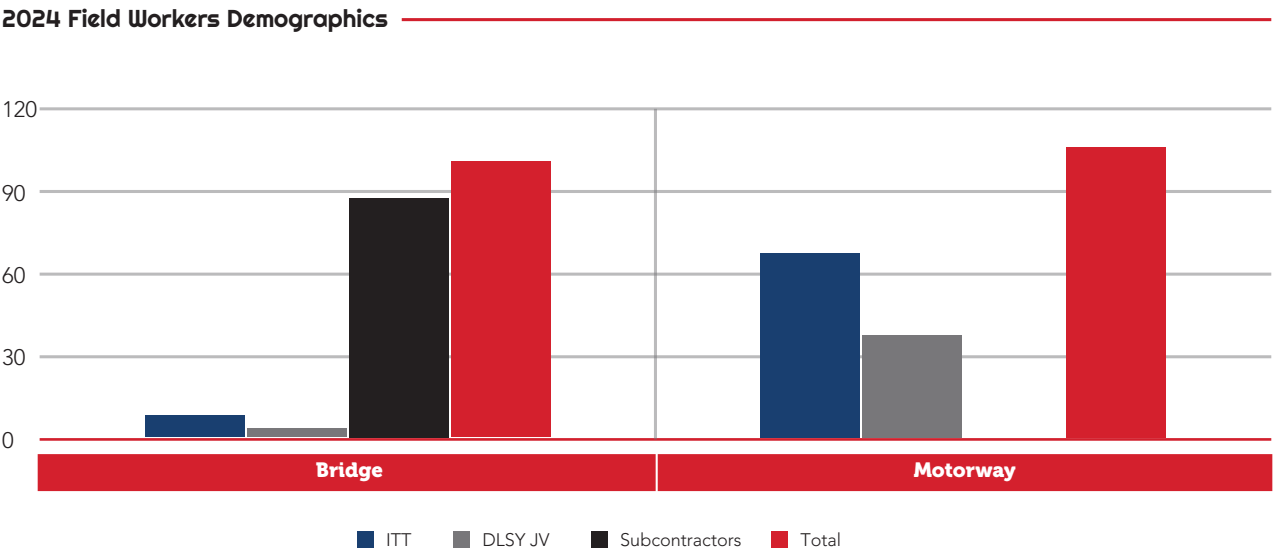


Human Resources Management

With the Project Employment Policy, we protect employee rights while creating value for society. We aim to provide a workplace that offers regular training, builds skills and competencies, respects human rights, supports equal opportunity without discrimination, and ensures fairness and equality. From recruitment onward, all human resources processes follow a neutral and transparent approach. Equal opportunities are available to all employees regardless of age, gender, belief, ethnic origin, or other personal characteristics, and discrimination is not permitted.



2024 Field Workers Demographics				
Bridge				
Company	Technical Staff	Administrative Staff	Blue Collar	Total
ITT	7	1	1	9
DLSY JV	2	2	0	4
Subcontractors	30	6	52	88
Total	39	9	53	101
Motorway				
Company	Technical Staff	Administrative Staff	Mavi Yaka	Total
ITT	4	2	62	68
DLSY JV	25	4	9	38
Subcontractors	0	0	0	0
Total	29	6	71	106



2024 ÇOK A.Ş. Employee Demographics	
Department	Number of Employees
Upper Management	3
Contract and Administrative Affairs	20
Technical	17
Finance	17
Ankara Office	2
Total	59

*Contains data from reports prepared on a monthly basis as of the end of December 2024.

Employees in Different Categories*	
ÇOK A.Ş. Employees	
Women	%28
Men	%72
ITT Employees	
Bridge	%12
Motorway	%88
DLSY JV Employees	
Bridge	%33
Motorway	%67
Subcontractor Employees	
Bridge	%52
Motorway	%48

*Calculated as of the end of December 2024.

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 protect employee rights while seeking to create value for society. We aim to provide a workplace that offers regular training, develops skills and competencies, respects human rights, promotes equal opportunity without discrimination, and ensures fairness and equality. From recruitment onward, all human resources processes follow a neutral and transparent approach. Equal opportunities are provided to all employees regardless of age, gender, belief, ethnic origin, or any other personal characteristic, and discrimination is not permitted.

Maritime Traffic Risk Assessment And Marine Pollution Prevention

Most activities for the 1915 Çanakkale Bridge Project take place at sea. To work safely within the heavy marine traffic of the Çanakkale Strait, comprehensive safeguards were defined following a three stage Maritime Traffic Risk Assessment completed in 2018. The assessment evaluated environmental and social risks from potential ship accidents using both qualitative and quantitative methods. Factors considered included commercial traffic, navigation routes, fishing activities, navigation buoys, the Turkish Straits Vessel Traffic Management System, marine accident statistics, existing risk levels, fuel spills, and emergency response to fuel spills.

In 2020 and 2021, the assessment findings were shared in meetings with the Port Authority, ferry operators, and fishermen. Community liaison officers also provided regular briefings to the Lapseki, Çardak, and Gelibolu Fishermen's Cooperatives, and communication with fishermen continues. For the operation phase, design related recommendations are incorporated into the Project design, and administrative measures are embedded in the Operation and Maintenance Management Systems.

The Çanakkale Strait, which carries heavy ship traffic, is continuously monitored by the Directorate General of Coastal Safety's Vessel Traffic Services in Çanakkale through digital systems. Routine coordination meetings with the Port Authority are held every three months to review Project progress. An expert contractor is retained to provide emergency response in the event of environmental pollution caused by an accident. The Project also maintains a dedicated boat and four personnel on duty 24/7 with the capacity to deploy containment around an area of up to 300 meters, providing initial intervention until teams from the Directorate General of Coastal Safety arrive.



Occupational Health and Safety

Occupational Health and Safety is our top priority for the Project. We are committed to safeguarding our employees and delivering construction activities safely. Following the COVID 19 pandemic, the heightened focus on health and safety has strengthened our resolve to maintain a safe and healthy workplace.

Our OHS approach goes beyond compliance. It brings together field inspections, structured training, and management tools such as rules, procedures, and plans. With a focus on continuous improvement, the pursuit of OHS excellence is part of our corporate identity.

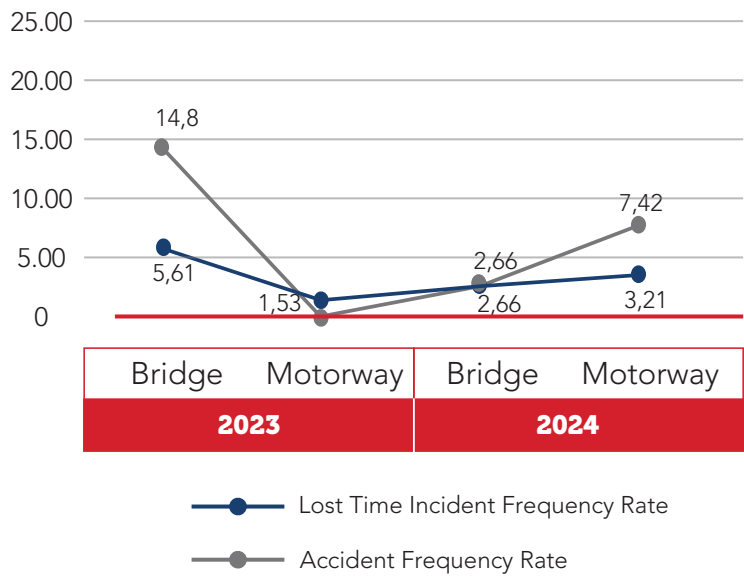
As we navigate this challenging period, we remain committed to prioritizing the health, safety, and welfare of our workforce, adapting our practices to the evolving environment, and conducting our construction activities safely and securely.



Performance Index	2023		2024	
	Bridge	Motorway	Bridge	Motorway
Fatalities	0	0	0	0
Disabling Injuries	0	0	0	0
Lost Time Incidents	11	3	1	8
Lost Time Incident Frequency Rate (LTIFR)	5,61	1,53	2,66	3,21
Accident Frequency Rate (AFR)	14,8	0	2,66	7,42
Number of Lost Days	181	12	20	37
Number of Rewards	-	-	-	-
Number of Punishments	-	-	-	-
Total Training Hours	23.166		17.180	

Across the Project, Occupational Health and Safety specialists carry out targeted efforts to improve performance and prevent accidents and fatalities. The capacity of the OHS Department has been significantly strengthened. Corrective actions following fatal incidents, including cases resulting from natural causes, were implemented without delay. Policies, plans, and procedures were reviewed to eliminate risks, and updated policies and newly developed plans setting out clearer rules were communicated to all employees in both the Bridge and Motorway groups. In line with these updates, the content of OHS training has been enhanced and employee awareness has increased.

Accident Frequency Rate



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

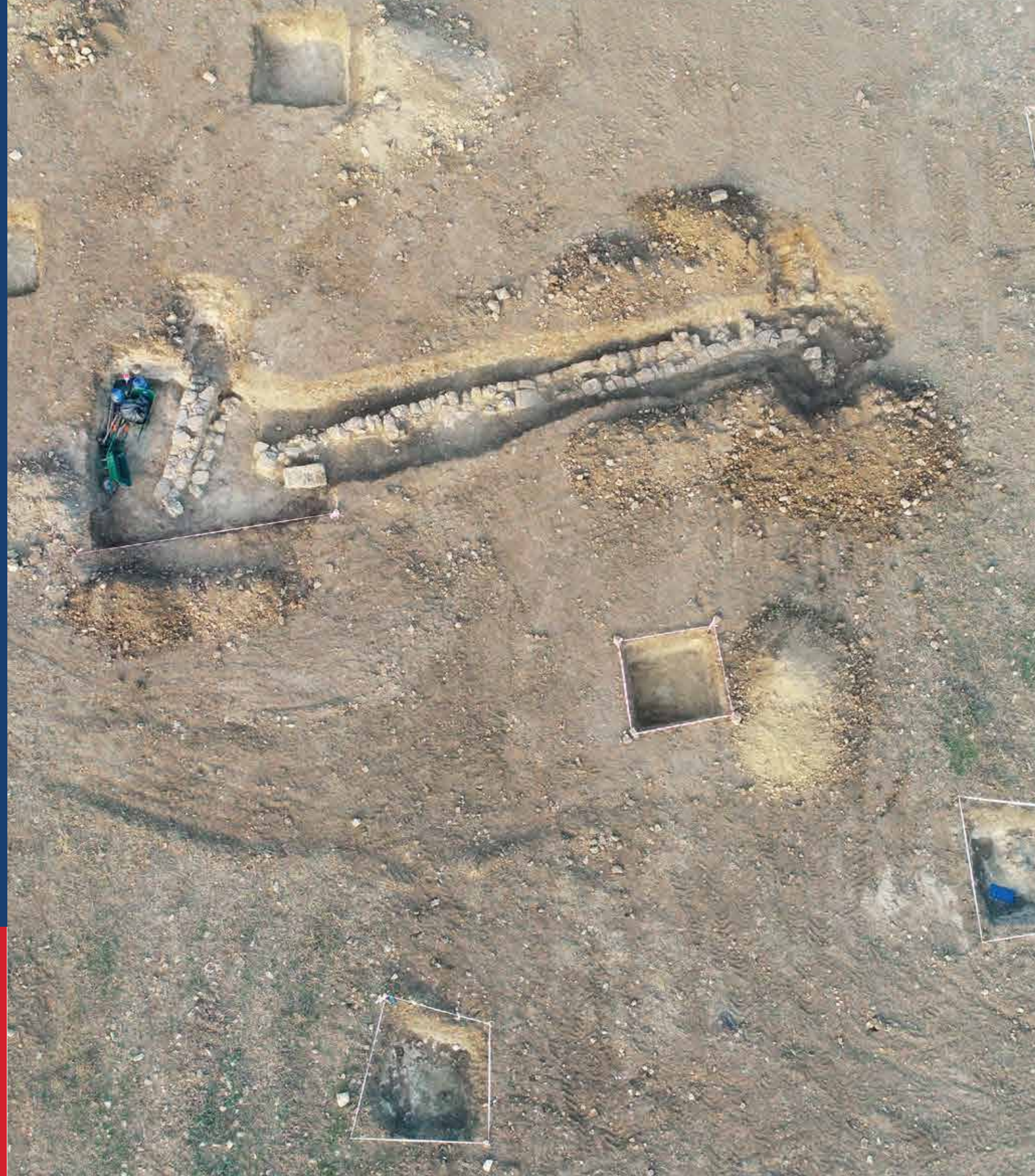
Potential impacts on archaeological and cultural heritage were assessed during the Environmental and Social Impact Assessment in line with IFC Performance Standard 8, and sensitive zones were identified. After the ESIA, planned archaeological surveys were completed, with the identification of sensitive areas on the European side finalised in 2018. The findings informed the design, and a Cultural Heritage Management Plan was prepared.

To implement the measures in the Cultural Heritage Management Plan, an expert field archaeologist was engaged in 2018. The entire project route was surveyed on foot, with archaeologists walking every metre. Potential archaeological sites identified during these surveys were examined in cooperation with the local museum directorates. Throughout construction, we worked closely with the Tekirdağ Archaeology Museum and the Çanakkale Archaeology Museum. Comprehensive training was provided to all workers and excavation subcontractors on recognising archaeological finds during underground works and the steps to take when such finds are encountered.

In 2019, archaeological geophysical assessments were completed at 15 registered and unregistered locations on both the European and Asian sides of the Project. Where archaeological findings were identified, regular coordination with the Archaeology Museums ensured the protection of 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 the supervision of the Archaeology Museums. In the approximately 1,000 m² registered area, construction proceeded with guidance from museum experts, ensuring that archaeological findings were preserved. Through our Project, we remain committed to the discovery and conservation of Türkiye's archaeological heritage, with a strong sense of responsibility toward cultural heritage.





Reach Us

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2024

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2024 ENVIRONMENTAL AND SOCIAL PERFORMANCE REPORT



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