



**ÇANAKKALE MOTORWAY AND BRIDGE**

**2025**

**ENVIRONMENTAL**

**AND**

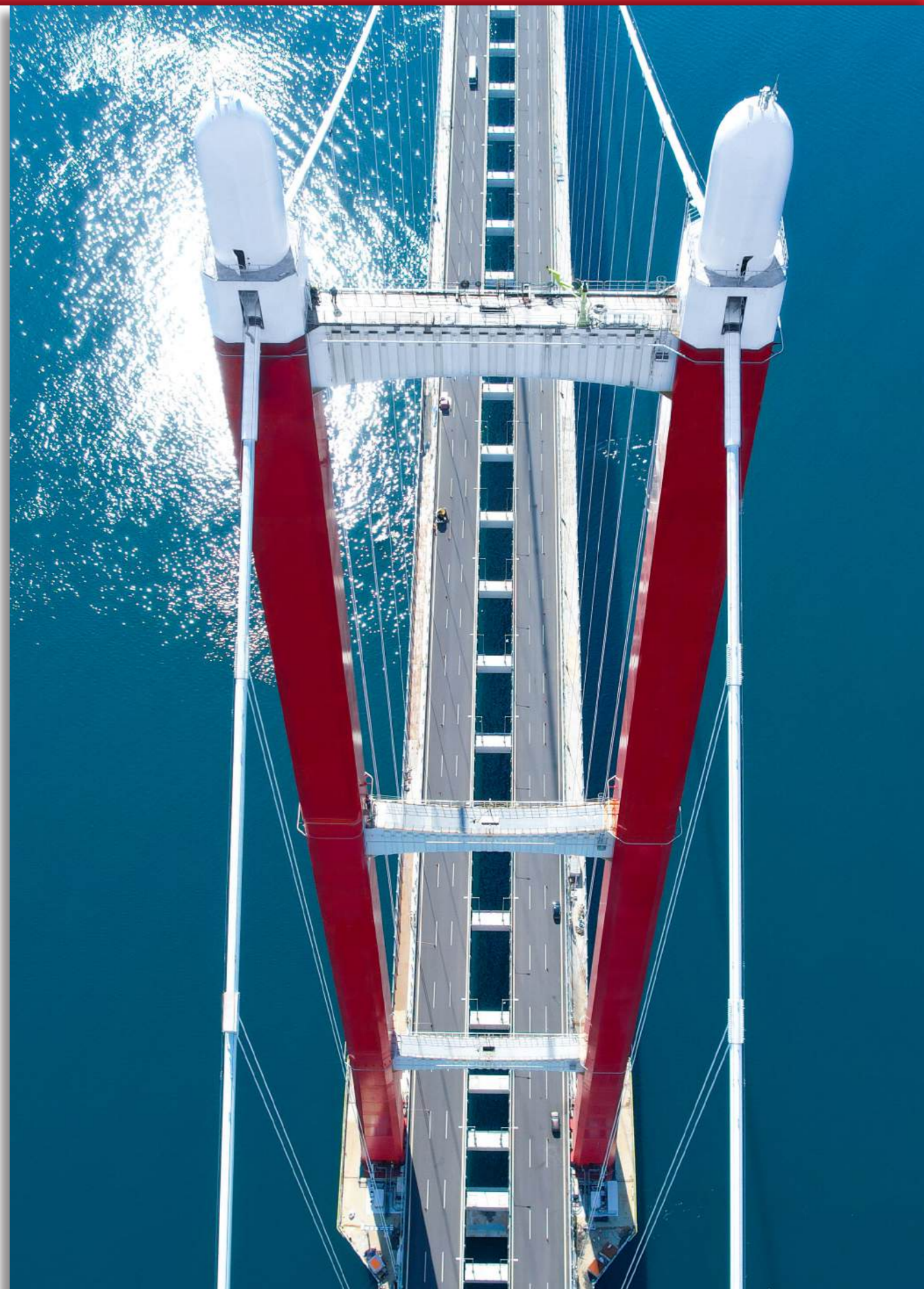
**SOCIAL**

**PERFORMANCE REPORT**

**1915 ÇANAKKALE**

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## ABOUT THE REPORT

With the publication of this report, we are pleased to present to our valued stakeholders our environmental and social management approach, along with our performance to date and our forward-looking objectives. It is our intention to communicate the environmental and social performance of the 1915 Çanakkale Bridge and Motorway Project on an annual basis, ensuring that our stakeholders are informed in a manner that is accurate, comprehensive, clear, and transparent.

This report encompasses the period from **01.01.2025** to **31.12.2025** and presents the environmental and social aspects, indicators, and activities associated with issues aligned with the expectations of our stakeholders. Where data pertains to a different reporting period, relevant explanations are duly provided within the corresponding sections.

Beyond our ongoing commitment to the continuous enhancement of our environmental and social performance, we remain dedicated to transparently sharing these outcomes with our stakeholders through this report. The PDF version of the report is available for access at [www.1915canakkale.com](http://www.1915canakkale.com)

We place significant value on the feedback received from our stakeholders, as it plays a vital role in advancing and effectively communicating our environmental and social performance. Should you have any suggestions, complaints, or feedback, we kindly invite you to contact us at [info@1915canakkale.com](mailto:info@1915canakkale.com)

# MESSAGE FROM MANAGEMENT

Dear Stakeholders,

We crowned the year 2025, in which we celebrated the 3<sup>rd</sup> anniversary of the 1915 Çanakkale Bridge. We have continued to prove on the international stage that our bridge is not only Türkiye's but also one of the world's greatest engineering marvels.

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 6 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 İstanbul 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 "A Good Neighbour" 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 Türkiye, 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 2025. 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 3<sup>rd</sup> 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 AND THE SPONSORS

Çanakkale Motorway and Bridge Construction Investment and Operation Inc. (ÇOK A.Ş.) was founded in 2017 with the purpose of delivering the Malkara–Çanakkale Motorway Project, which includes the 1915 Çanakkale Bridge. The company is composed of four partners: Limak and Yapı Merkezi from Türkiye, and DL E&C and SK ecoplant from South Korea. **Yapı Merkezi (1965)** and **Limak (1976)**, both with extensive portfolios of major national and international construction projects, are recognized among Türkiye's leading construction firms. Likewise, **DL E&C (1939)** and **SK ecoplant (1977)** rank among South Korea's prominent companies with substantial experience in large-scale construction undertakings. These four entities are jointly collaborating on the 1915 Çanakkale Bridge and Motorway Project, an engineering landmark of global renown in Türkiye.

The Project comprises the 1915 Çanakkale Bridge and the Malkara–Çanakkale Motorway, each requiring distinct areas of technical expertise. Accordingly, to ensure the efficient execution of the Project, the four sponsor companies of ÇOK A.Ş. established an Engineering, Procurement, and Construction (EPC) entity, DLSY JV, which operates through two dedicated sub-organizations for the Bridge and the Motorway components. Following the commencement of the Project's operational phase on 18 March 2022, Intertoll has assumed the role of Operation and Maintenance Contractor.

**1915 ÇANAKKALE**



DL Group was established in 1939 and operates through 13 subsidiaries across a diverse range of sectors, including construction, energy generation, trade, logistics, manufacturing, and entertainment. It stands among the largest corporate groups in South Korea. DL E&C Tic. Ltd., one of the principal subsidiaries of DL Group, is a globally recognized EPC (engineering, procurement, and construction) contractor as well as a petrochemical company.

Having successfully delivered 5 suspension bridges and 11 cable-stayed bridges to date, DL E&C is regarded as one of the world's leading companies in bridge engineering and construction. Among its notable suspension bridge projects is the Yi Sun-sin Bridge in Yeosu/Gwangyang, completed in October 2012, which is the longest suspension bridge in South Korea and ranks as the fifth longest in the world.

As a forward-looking and responsible organization, DL E&C places strong emphasis on corporate social responsibility initiatives. The company implements social contribution programs aimed at creating lasting value for society, while aligning these efforts with the specific needs of the construction industry and the core competencies of DL Group subsidiaries.



Established as a construction company in 1976, Limak has evolved into one of Türkiye's leading conglomerates, operating both domestically and internationally across the construction, energy, infrastructure, cement, and tourism sectors. Limak's core business activities encompass construction, electricity generation and distribution, cement production, as well as the development of airports and seaports.

Its EPC portfolio includes landmark projects such as the İstanbul Grand Airport, with a capacity of 150 million passengers, and the Kuwait International Airport Project, valued at USD 4.3 billion.

With a well-established track record of success in the region, Limak has built strong relationships with public authorities and stakeholders. Its commitment to high-quality construction practices, early project delivery, and advanced management capabilities has enabled the company to achieve high efficiency and accelerated returns, further strengthening its market position. Limak has undertaken numerous Public-Private Partnership (PPP) projects both in Türkiye and internationally and continues to operate these projects. Following the successful completion of İstanbul Sabiha Gökçen Airport, also played a key role in the development of the İstanbul Grand Airport under a PPP model, one of the largest airport projects in the world.

In addition to its sectoral achievements, Limak Group has distinguished itself through its social investments. In 2016, the Group established the Limak Education, Culture and Health Foundation to enhance the effectiveness of its corporate social responsibility initiatives. Through its activities, the Foundation contributes to social development by supporting the transformation of Türkiye's young and dynamic population into a skilled and qualified workforce. The Foundation adopts an education-focused approach, aiming to foster strong, modern, and socially responsible generations who respect both national and universal values and contribute to addressing social and economic challenges.



Founded in 1977, SK ecoplant is a member of SK Group, South Korea's third largest conglomerate and stands as a key player in the construction industry. The company is a globally recognized EPC (engineering, procurement, and construction) contractor, operating across the oil, gas, petrochemical, energy, infrastructure, and residential sectors.

SK ecoplant has taken an active role in the successful delivery of several strategic projects in Türkiye, including the Eurasia Tunnel Project and the Yavuz Sultan Selim Bridge (Third Bosphorus Bridge) Project.

The company also places significant emphasis on voluntary initiatives that contribute to social welfare. Guided by its sustainability vision under the slogan "Dream a Dream", SK ecoplant implements initiatives focused on addressing environmental challenges and promoting societal well-being by removing barriers to inclusive development.



Founded in 1965 as a contracting company in Türkiye, Yapı Merkezi has, over time, evolved into one of the leading entities in the infrastructure and construction sectors. The company operates across a wide range of fields, including general contracting, public transportation systems, prefabrication, prestressing, pipe manufacturing, railway and metro projects, specialized structures, as well as strengthening and restoration works, in addition to Public-Private Partnership (PPP) projects. Alongside its significant contributions to Türkiye's infrastructure through large-scale developments, Yapı Merkezi has established a strong international presence, actively undertaking projects across the Middle East and Africa.

Over the years, Yapı Merkezi has consistently demonstrated its capability to deliver major construction projects ahead of schedule, within budget, and in line with stringent quality standards. Its expertise in structuring and managing PPP and Build-Operate-Transfer (BOT) models has been exemplified in flagship projects such as the Eurasia Tunnel (in partnership with SK ecoplant). The company also maintains strong and well-established relationships with numerous international financial institutions.

With an increasing focus on sustainable development, Yapı Merkezi is committed to minimizing and, where possible, eliminating the adverse environmental and social impacts of its operations.

In this context, the company has defined its policies with the aim of preserving an environment that will enable future generations to meet their needs. As part of its broader social responsibility approach, Yapı Merkezi continues to engage in a wide range of initiatives, including education, support for culture and the arts, environmental protection, and contributions to international peace.

# ABOUT THE PROJECT

The 1915 Çanakkale Bridge and Motorway Project stands as one of the most significant infrastructure investments undertaken in Türkiye in recent years. By connecting the two shores of the Dardanelles -whose length is approximately twice that of the Bosphorus- the Project contributes substantially to the economic development of the Thrace and Western Anatolia regions, which host key service, industrial, agricultural, and tourism activities. Furthermore, it facilitates freight mobility from European Union countries, particularly Bulgaria and Greece, toward the Aegean, Western Anatolia, and the Western Mediterranean regions.

1915 Çanakkale Bridge significantly enhances transportation efficiency by reducing the Dardanelles crossing time, previously reaching up to five hours during peak summer and holiday periods due to ferry congestion, to approximately six minutes. By linking with the Gebze–İzmir Motorway in Balıkesir, the Project also shortens travel distances between major tourism destinations such as İzmir, Aydın, Muğla, and Antalya and European countries, thereby contributing to the growth of the tourism sector.

Through the 1915 Çanakkale Bridge and Motorway Project, not only is travel comfort improved, but cargo and passenger transport capacity is increased, substantial time savings are achieved, and overall passenger safety is enhanced to the highest standards.

The Project is a member of the Permanent International Association of Road Congresses (PIARC). For over a century, PIARC has fostered global dialogue and knowledge sharing on road infrastructure and transportation, currently comprising 122 government members worldwide and holding consultative status with the United Nations Economic and Social Council. The Project's affiliation with this prestigious association is highly valuable, facilitating international collaboration and the exchange of expertise.

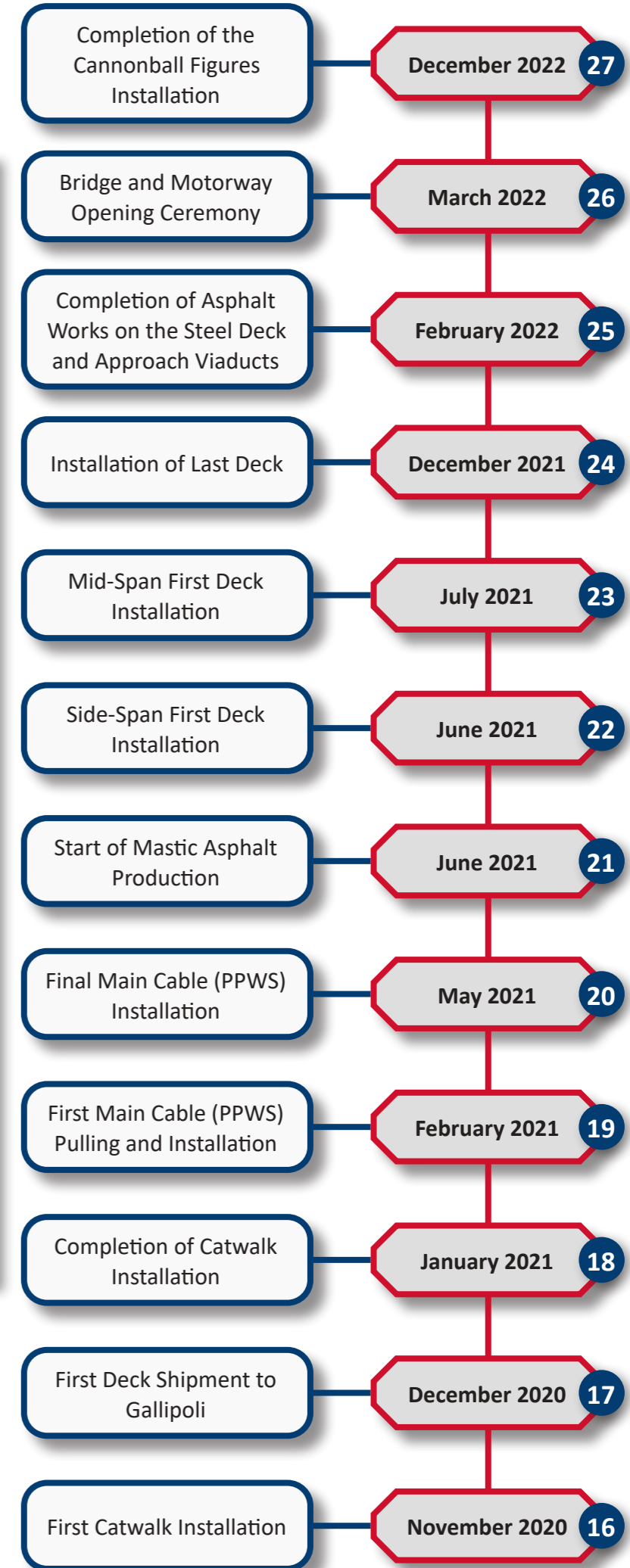
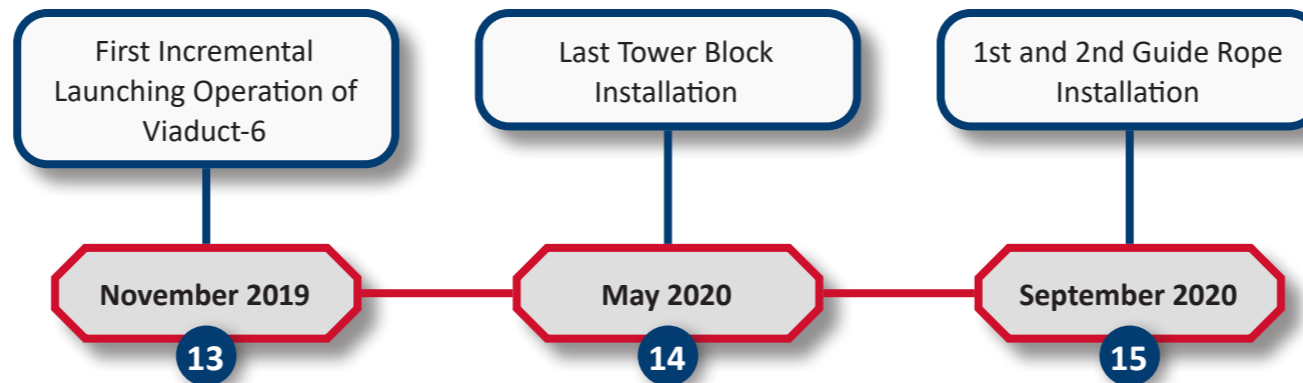
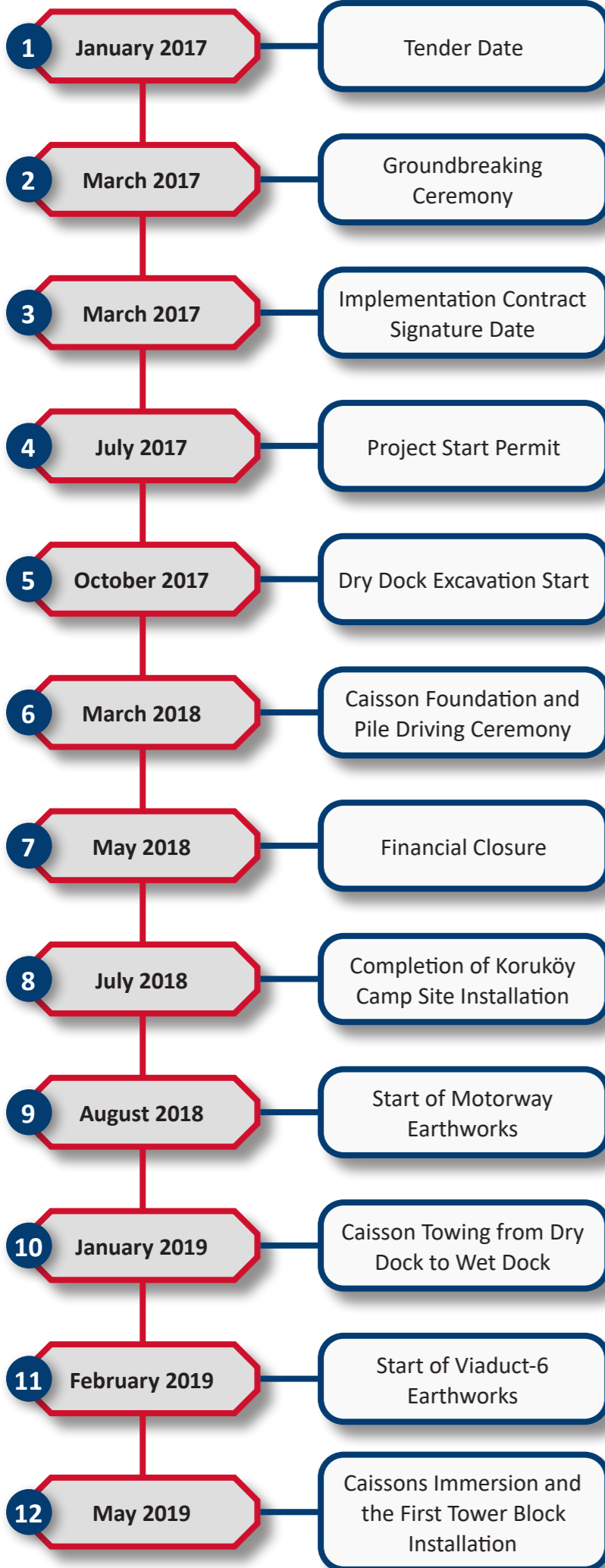


# AWARDS

The 1915 Çanakkale Bridge and Motorway Project, featuring the world's longest mid-span suspension bridge and 89 km of motorway, has reached numerous milestones that serve as a benchmark in terms of its multi-source financing model, advanced technical and engineering solutions, and comprehensive environmental and social management practices. These achievements have positioned the Project as one of the most outstanding infrastructure endeavors globally, earning it recognition through multiple prestigious awards.

NO	YEAR	AWARD	CATEGORY	DETAIL
1	2018	Project Finance International (PFI) Awards	Finance	Turkish Deal of the Year
2	2018	Islamic Finance News (IFN) Awards	Finance	Project and Infrastructure Finance Deal of the Year
3	2018	Infrastructure Journal Global (IJ Global) Awards	Finance	Europe Road Deal of the Year
4	2018	Proximo Finance Awards	Finance	Best EMEA ECA Backed Deal of the Year
5	2018	EMEA Finance Awards	Finance	Best Project Finance Deal in Europe
6	2018	EMEA Finance Awards	Finance	Best PPP Deal in Europe
7	2018	EMEA Finance Awards	Finance	Best Project Finance Deal in EMEA-wide
8	2018	EMEA Finance Awards	Finance	Best Road Deal in EMEA-wide
9	2018	EMEA Achievement Awards	Finance	Best Syndicated Loan in EMEA
10	2019	Bonds & Loans Awards	Finance	Project Finance Deal of the Year
11	2019	Bonds & Loans Awards	Finance	Infrastructure Finance Deal of the Year
12	2021	International Road Federation (IRF) Global Awards	Finance	Global Best Project Finance and Economics
13	2021	Green World Awards	Environmental and Social	Environmental Best Practice – Gold Level
14	2021	Republic of Türkiye Ministry of Labor and Social Security, Social Security Institution	Employment	Highest Employer of Çanakkale
15	2021	Republic of Türkiye Ministry of Labor and Social Security, Social Security Institution	Employment	Highest Insurance Premium Payer of Çanakkale
16	2021	Republic of Türkiye Ministry of Labor and Social Security, Social Security Institution	Employment	Highest Disabled Employer of Çanakkale
17	2021	Republic of Türkiye Ministry of Labor and Social Security, Social Security Institution	Employment	Highest Women Employer of Çanakkale
18	2022	International Road Federation (IRF) Global Awards	Technical	Global Best Project – Construction Methodology
19	2022	Korean Society of Civil Engineers (KSCE)	Technical	International Civil Structural Award
20	2022	European Convention for Constructional Steelwork (ECCS) European Steel Bridge Awards	Technical	First Place – Road and Railway Bridges Category
21	2023	United Nations Economic Commission for Europe (UNECE) PPP and Infrastructure Awards	Environmental and Social	First Place
22	2023	Engineering News-Record (ENR) Global Best Project Awards	Technical	First Place – Bridge and Tunnel Category
23	2023	International Association for Bridge and Structural Engineering (IABSE) Project and Technology Awards	Technical	First Place – Large Road and Rail Bridges
24	2023	Engineering News-Record (ENR) Project of the Year Award	Technical	First Place

# PROJECT MILESTONES



# PROJECT HIGHLIGHTS

101 KM

TOTAL  
PROJECT LENGTH  
(89 KM MOTORWAY,  
12 KM ACCESS ROADS)

4608 M

TOTAL  
BRIDGE LENGTH

2023 M

THE LONGEST  
MID-SPAN SUSPENSION  
BRIDGE IN THE WORLD

318 M

TOWER HEIGHT

334 M

TOWER PINNACLE  
HEIGHT

## "Vision 2023" achieved one of its milestones.

The Project holds a pivotal role in advancing Türkiye's road infrastructure in line with the Vision 2023 Master Plan, a cornerstone of the country's national development strategy.

## Motorway integration in western Türkiye will be complete.

The Project forms a critical section of the 324 km Kınalı-Tekirdağ-Çanakkale-Savaştepe Motorway. Upon full integration with the Gebze-İzmir Motorway, it will complete the motorway loop around the Marmara Region.

## An alternative crossing to the Istanbul Strait has been introduced.

The heavy traffic between Istanbul's European and Asian sides has been alleviated. Traffic along the east-west corridor, stretching from Istanbul through Western Anatolia, has been redirected and balanced toward the southern route along the western coast of the Marmara Sea.

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

Faster and more cost-efficient freight transportation not only stimulates economic activity in these densely populated and productive regions but also enhances social connectivity.

## Both internal and international tourism gained new momentum.

The Project has contributed to strengthening not only trade but also cultural connections with European countries, particularly Greece and Bulgaria in the Balkans. Once the Kınalı-Tekirdağ-Çanakkale-Balıkesir Motorway connects with the Gebze-İzmir Motorway near Balıkesir, road access from Europe to major tourist destinations such as İzmir, Aydın, and Antalya will be significantly shortened, further supporting the growth of the tourism sector.

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

With the Project now operational, both vehicle operating costs and travel times have been reduced. By removing logistical bottlenecks, import and export activities are becoming faster and more cost-effective.

## The Project created continuous employment from construction to operation.

By creating employment opportunities for thousands during both the construction and operation phases, and by driving activity across multiple sectors, the Project is making a significant contribution to Türkiye's economy.

## Çanakkale gained a landmark project worthy of its proud history and the 21<sup>st</sup> century.

The city is now adorned with a modern, architecturally striking suspension bridge that embodies its importance and urban identity.

## The bridge carries immense strategic significance and represents a remarkable engineering feat.

Boasting a main span of 2,023 meters, the 1915 Çanakkale Bridge holds the record for the longest main span among suspension bridges worldwide. When including the side spans and approach viaducts, its total length extends to 4,608 meters. The bridge's towers rise to 318 meters, symbolically honoring March 18th and commemorating the Çanakkale Victory, ensuring its legacy is preserved for future generations.

3x2

3 LANES IN EACH  
DIRECTION

4

SERVICE STATIONS

12

JUNCTIONS

2

VIADUCTS

43

OVERPASSES

5

TOLL BOOTHS

# SUSTAINABILITY METRICS OF THE PROJECT

1

In accordance with our commitment to plant five trees for every tree impacted by the Project, the first phase of reforestation calculations was completed in 2019. The second phase calculations were finalized in 2021 and submitted to the Lenders' Environmental and Social Advisor following verification.

By 2023, our reforestation initiatives had successfully resulted in the planting of a total of 1,301,883 saplings.

2

In 2018, a total of 1,054 *Pinna nobilis* individuals were translocated to designated refuge areas. Follow-up dive surveys conducted in the following years indicated a transplantation success rate of 95%.

In 2021, the parasite *Haplosporidium pinnae*—first identified off Spain in 2016 and subsequently reported along the Mediterranean and Aegean coasts of Türkiye—led to widespread mortality among *P. nobilis* populations, including the Project-translocated individuals. Monitoring efforts have continued, with the most recent dive survey conducted in December 2023.

3

Our ecologist, responsible for assessing and managing 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 plant and wildlife species. As part of the efforts to conserve rare plants along the motorway route, seed collection continued in 2021, with the collected seeds sent to the Turkish Seed Gene Bank. To date, a total of 9,000 seeds have been delivered, including 1,000 collected in 2021. In the Fall of 2024, 20% of the seeds were sourced directly from the Türkiye Seed Gene Bank. From these seeds, seed balls were carefully prepared and dispersed, facilitating the reintroduction of species into their native habitats and reflecting our ongoing commitment to ecological restoration.

4

To protect cultural heritage, the full 89-kilometer motorway corridor was surveyed within a 200-meter-wide zone to identify potential archaeological assets. Zones exhibiting higher archaeological potential were further examined using archaeogeophysical techniques.

5

Project-related noise impacts were evaluated for both the construction and operational phases, with modeling studies conducted for 2023 and 2033. A 900-meter-long, 2.5-meter-high noise barrier was constructed near Yülüce Village, effectively reducing the anticipated impacts. In alignment with our sustainability objectives, recycled rubber materials were utilized in the construction of the barrier, which was completed in 2021.

6

The 40-meter-wide “ecological bridge,” designed to prevent habitat fragmentation, safeguard wildlife, and reduce traffic accidents involving wild animals, has been in operation since March 2022.

7

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.

As of 2025, the programme and its continuity is monitored by independent third party, SRM Consultancy Services, to ensure its success. The completion audit confirms that affected settlements have experienced measurable and positive development compared to non-affected neighboring areas, indicating the programme's effectiveness in delivering sustainable community outcomes. The program has shown a high level of sustainability and long-term adoption, with an overall success rate of 87% based on the active use and continuity of supported activities.

8

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

9

In 2025, a wind turbine with a capacity of 3 kW was installed. In 2026, additional turbines will be deployed, increasing both the number of units and the total production capacity.

10

In 2025, stakeholder engagement remained ongoing, resulting in the resolution of around 75% of complaints and the organization of 206 meetings with local communities.

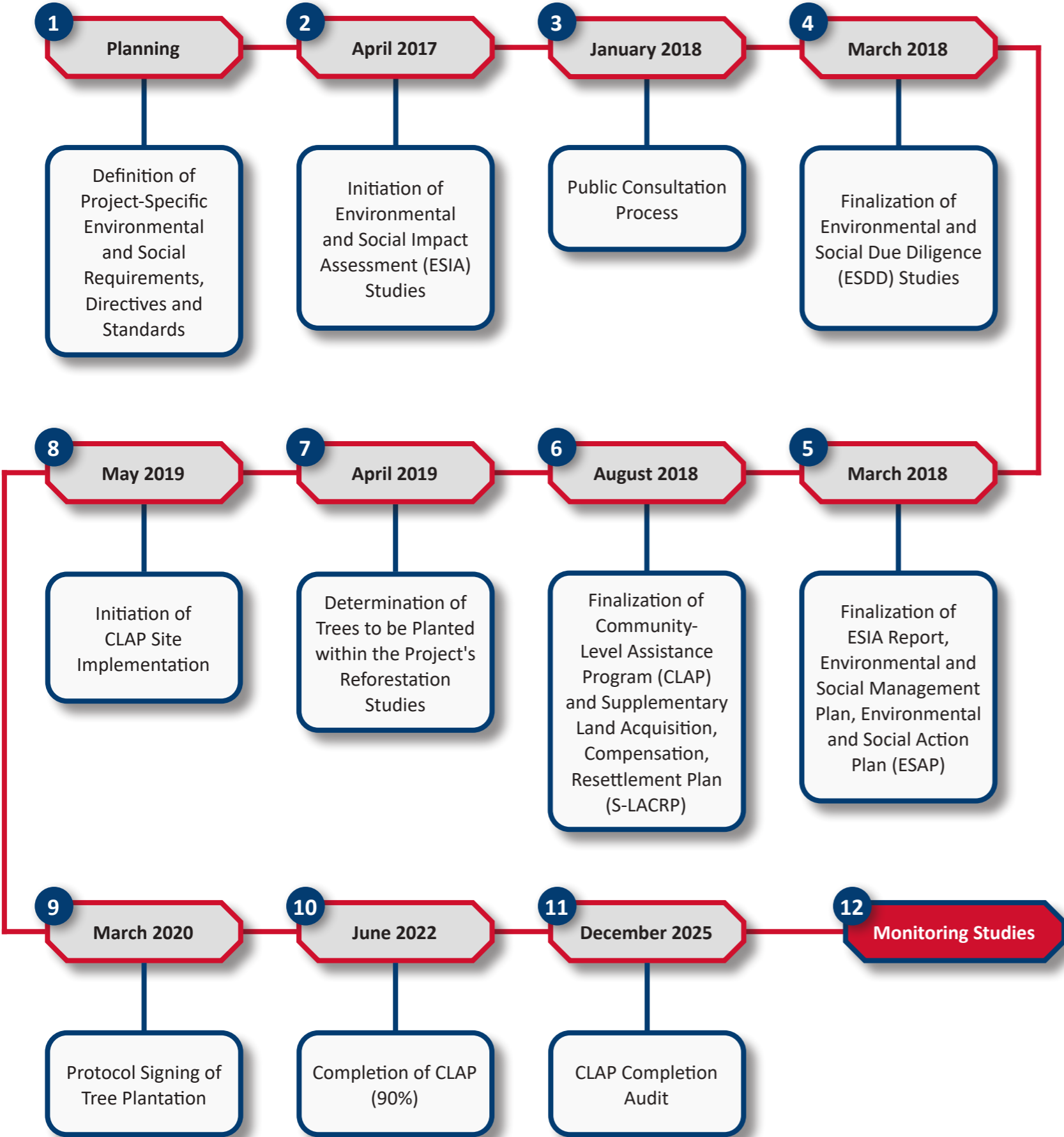
# E&S PERFORMANCE MANAGEMENT

Within the framework of sustainability, the 1915 Çanakkale Bridge and Motorway Project is committed to leaving a lasting legacy for future generations. This section of the report highlights the environmental and social sustainability strategies implemented throughout the project during the past year.

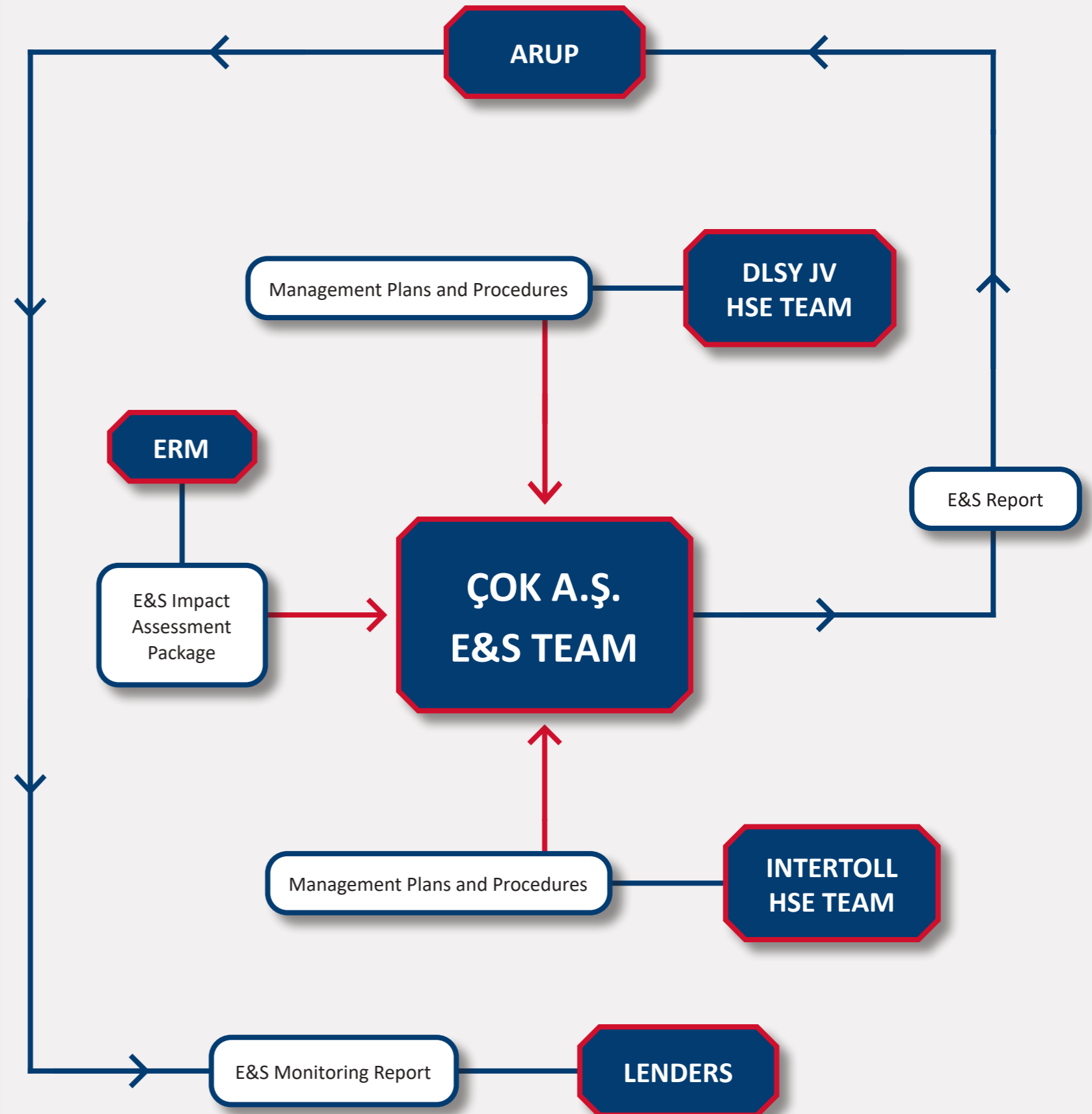
Operations within the 1915 Çanakkale Bridge and Motorway Project are guided by environmental and social awareness. In compliance with national regulations, the Environmental Impact Assessment (EIA) report was approved at the project's outset. Following this approval, ERM GmbH conducted an Environmental and Social Impact Assessment (ESIA) in line with the International Finance Corporation (IFC) Performance Standards and the Equator Principles. The ESIA detailed the Project's environmental and social impacts and identified appropriate mitigation measures.

Following the ESIA, the Environmental and Social Action Plan was prepared by ARUP, the lenders' Environmental and Social Advisor. Effective implementation of the Action Plan is essential for maintaining strong environmental and social performance throughout construction and operation. In 2025, ARUP monitored the Project's environmental and social performance through annual site visits, reports, and stakeholder communication activities. The Project continues to be executed in full compliance with all established environmental and social requirements.

# E&S PERFORMANCE JOURNEY



# E&S PERFORMANCE MANAGEMENT NETWORK OF THE PROJECT



# CORPORATE SUSTAINABILITY APPROACH

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

Our policies outline the measures necessary to drive continuous improvement and prevent incidents. We prioritize safe working conditions in accordance with international standards and take all necessary steps to maintain a secure environment for our workforce.

To promote community development and public welfare, we engage proactively with stakeholders, maintain transparent communication, and implement public-safety initiatives, carrying out all activities with respect for both people and the environment.

Our Environmental and Social Team operates under a “Guidance–Support–Monitoring” framework. An Environmental and Social Management System (ESMS) is applied across the organization to ensure alignment with international standards. The ESIA team supervises environmental and social matters, providing guidance to onsite HSE teams, safeguarding archaeological heritage, conserving biodiversity, engaging with stakeholders, and coordinating 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 from these activities feed into regular environmental and social performance reports, which are shared with stakeholders.

## IFC PERFORMANCE STANDARDS

Throughout both the construction and operation phases of the Project, we implement Environmental and Social Impact Assessment (ESIA) measures and provide regular reporting in accordance with IFC Performance Standards.

IFC PERFORMANCE STANDARD	APPLIED IFC PERFORMANCE STANDARD REQUIREMENT	RESPECTIVE ÇOK A.Ş. PRACTICE
 <p>Assessment and Management of Environmental and Social Risks and Impacts</p>	<p>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.</p>	<p>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.</p>
 <p>Labour and Working Conditions</p>	<p>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.</p>	<p>Occupational Health and Safety, Grievance mechanism for workers, no child or forced labor, equal rights for immigrant workers, ensuring workers accommodation in compliance with local regulations and IFC/ EBRD Worker Accommodation Guideline.</p>
 <p>Resource Efficiency and Pollution Prevention</p>	<p>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.</p>	<p>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.</p>
 <p>Community Health, Safety, and Security</p>	<p>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.</p>	<p>Public Health &amp; Safety Procedure (no use of force except for preventive and defensive purposes), Community Level Assistance Program (CLAP), Communication with Stakeholders, Grievance Mechanism Procedure.</p>

IFC PERFORMANCE STANDARD	APPLIED IFC PERFORMANCE STANDARD REQUIREMENT	RESPECTIVE ÇOK A.Ş. PRACTICE
 <p>Land Acquisition and Involuntary Resettlement</p>	<p>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.</p> <p>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.</p>	<p>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.</p>
 <p>Biodiversity Conservation and Sustainable Management of Living Natural Resources</p>	<p>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.</p>	<p>No harm to plants and animals with critical importance and in natural spaces, not moving wild and invasive plant species to new places, biodiversity conservation 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.</p>
 <p>Cultural Heritage</p>	<p>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.</p>	<p>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 .</p>



## EQUATOR PRINCIPLES

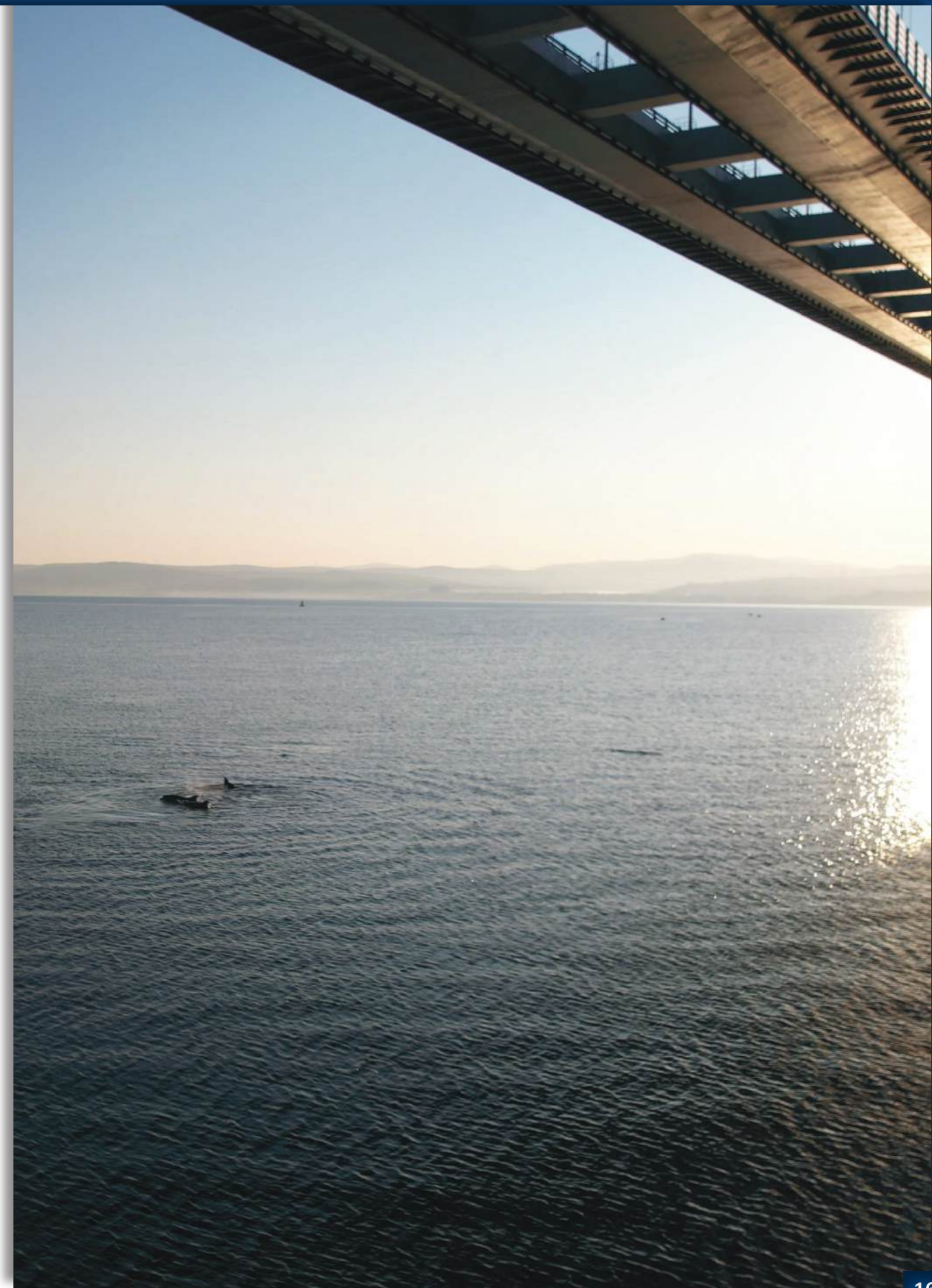
The Equator Principles (EP) serve as an industry standard for managing environmental and social risks in project finance, developed by leading financial institutions with guidance from the International Finance Corporation (IFC). For the 1915 Çanakkale Bridge and Motorway Project, the requirements of Equator Principles III (June 2013) were applied. In line with these standards, an Environmental and Social Impact Assessment (ESIA) was carried out and publicly disclosed, and the resulting Environmental and Social Management Plan (ESMP) has been implemented throughout 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 & SOCIAL ACTIVITIES	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> <li>Local Recruitment Practices</li> </ul>	
<ul style="list-style-type: none"> <li>Community Level Assistance Program (CLAP) and Public Relations Projects</li> </ul>	      

MAIN ENVIRONMENTAL & SOCIAL ACTIVITIES	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> <li>Social Commitments and Occupational Health and Safety Practices Regarding Employees</li> </ul>	 
<ul style="list-style-type: none"> <li>Local Resource Utilization and Local Procurement Practices</li> <li>Submitting the Annual Environmental and Social Performance Report to Stakeholders</li> </ul>	
<ul style="list-style-type: none"> <li>Waste Management</li> <li>Reducing Energy and Water Consumption</li> <li>Emission Management</li> <li>Prevention of Dust Pollution</li> <li>Prevention of Noise Pollution</li> <li>Reforestation Efforts</li> </ul>	  
<ul style="list-style-type: none"> <li>Biodiversity Action Plan</li> </ul>	 
<ul style="list-style-type: none"> <li>Cultural Heritage Management Plan</li> </ul>	 



# E&S ACTION PLAN

We oversee environmental and social performance through our Environmental and Social Action Plan (ESAP), ensuring that its targets are achieved within the established timelines. Supported by our field teams, we implement programs encompassing the preparation and execution of environmental and social management plans for both construction and operation phases, stakeholder engagement, occupational health and safety (OHS), resource conservation and efficiency, energy efficiency, greenhouse gas accounting, and noise pollution management.

## E&S ACTION PLAN PROGRESS

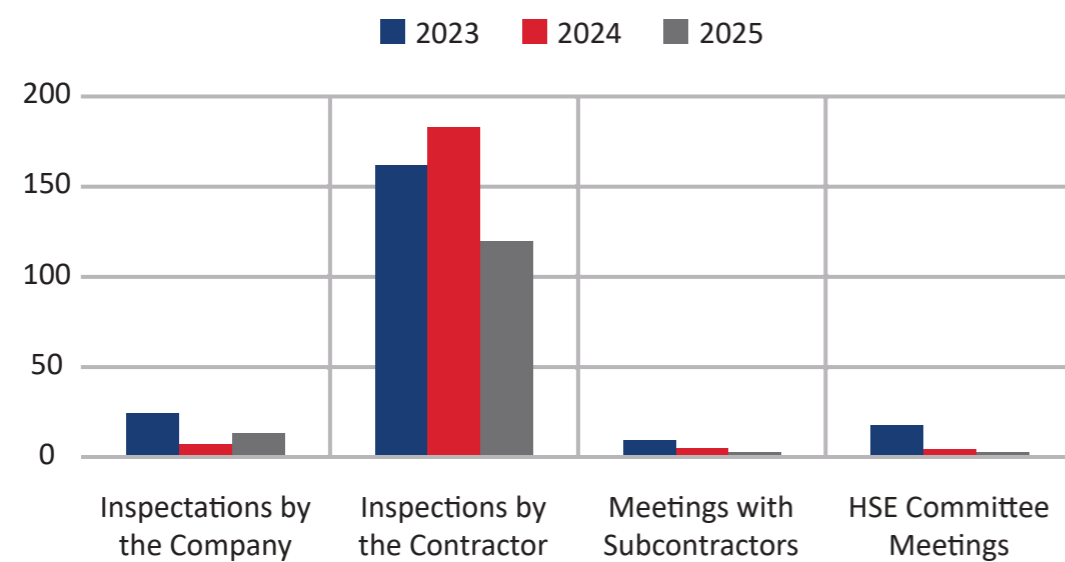
ACTION PLAN	2018	2019	2020	2021	2022	2023	2024	2025
Actions with Exceeding Compliance	1	0	0	0	0	0	0	0
Fully Compliant Actions	38	51	57	66	65	67	72	72
Partial Compliance	14	9	5	6	8	6	1	1
Actions at Risk	11	4	2	1	0	0	0	0
Actions with Material Non-Compliance	0	0	0	0	0	0	0	0
Future Actions	9	9	9	0	0	0	0	0



# ENVIRONMENT, HEALTH & SAFETY INSPECTATIONS 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 2025 status.

INSPECTATION/APPLICATION	2023	2024	2025
Inspections by the Company	23	6	12
Inspections by the Contractor	161	184	116
Meetings with Subcontractors	5	3	0
HSE Committee Meetings	17	2	0



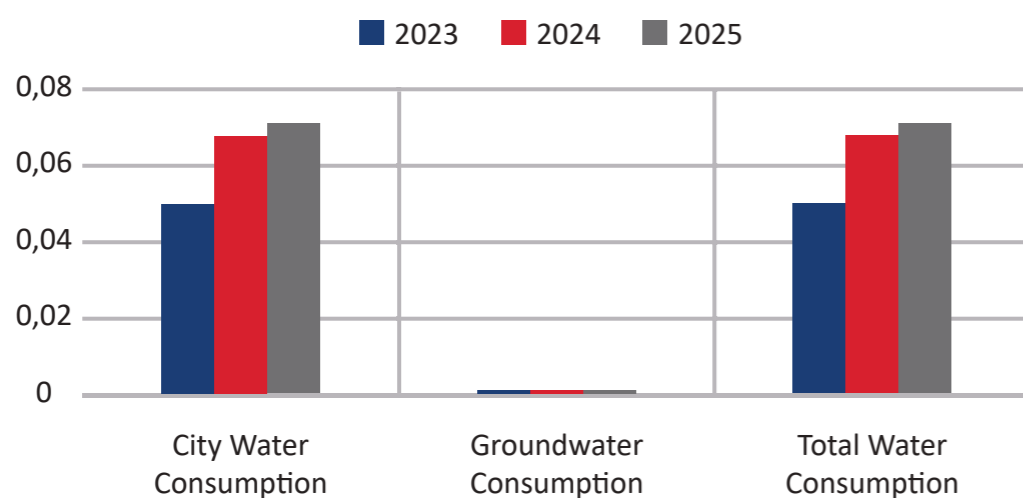
# ENVIRONMENTAL PERFORMANCE AND THE CLIMATE CRISIS

## WATER MANAGEMENT

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

Water is utilized for hygiene, food services, equipment cleaning, irrigation, and wheel washing, with consumption closely monitored according to source, including tap water, bottled water, and groundwater.

WATER INTENSITY	UNIT	2023	2024	2025
City Water Consumption	m <sup>3</sup> /worker-hour	0,050	0,071	0,074
Groundwater Consumption	m <sup>3</sup> /worker-hour	-	-	-
Total Water Consumption	m <sup>3</sup> /worker-hour	0,050	0,071	0,074



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.
- 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 and Behaviour**  
Provide training and install reminder signage to prevent unnecessary use (e.g., taps left running in kitchens, bathrooms, washbasins).
- Monitoring and 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 increasingly affecting our planet, manifesting in extreme weather events, rising temperatures, altered precipitation patterns, and melting glaciers. Human activities, particularly greenhouse gas emissions, are the primary drivers of this trend. According to the United Nations Framework Convention on Climate Change (UNFCCC), atmospheric CO<sub>2</sub> concentrations reached 413.2 ppm in 2020, rose to around 417 ppm in 2022, reached approximately 420 ppm in 2023, and averaged about 422 ppm in 2024. **By 2025, levels are estimated at roughly 425–426 ppm, continuing the steady upward trajectory.** Cutting emissions remains one of the most urgent measures to mitigate the effects of the climate crisis.

As part of the Project, energy consumption is carefully tracked, and proactive measures are taken to reduce emissions associated with energy use.

## ENERGY CONSUMPTION TRACKING

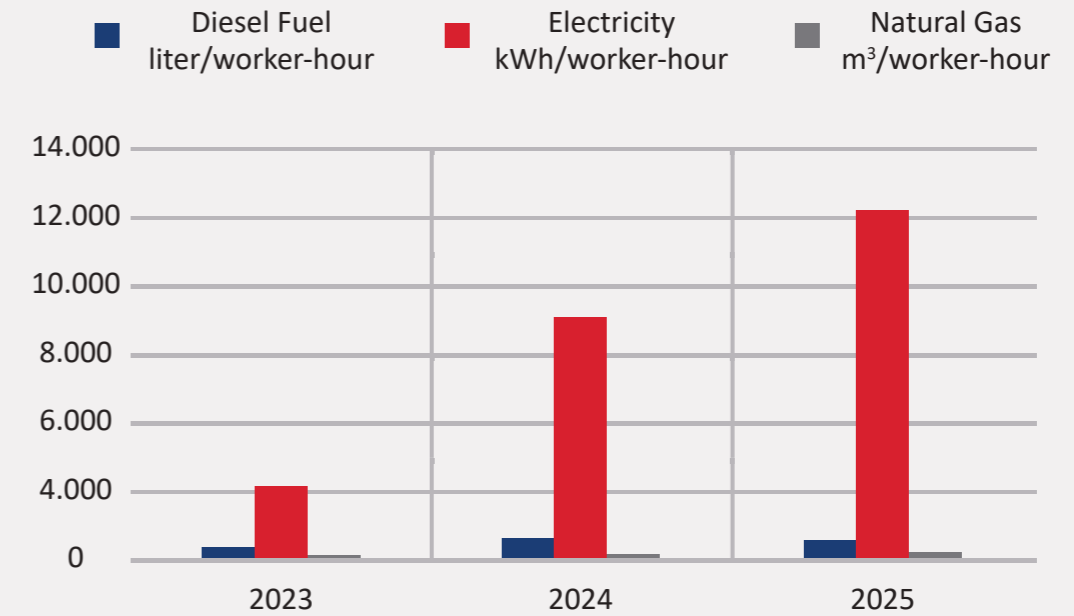
Human driven factors such as rapid population growth, unplanned urbanization, and rising raw material use from industrial activity continue to increase energy demand and, in turn, greenhouse gas emissions. These trends also contribute to global challenges such as ozone layer depletion and climate change.

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 2025, 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	UNIT	2023	2024	2025
Diesel Fuel	liter/worker-hour	0,225	0,444	0,429
Electricity	kWh/worker-hour	4,040	9,011	12,096
Natural Gas	m <sup>3</sup> /worker-hour	0,005	0,023	0,074

\*\*The increase in electricity intensity in 2023–2024 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:

1. With the start of marine operations, electricity replaced diesel as the primary energy source from the second quarter onward.
2. Larger passenger vessels were chartered to reduce trip frequency and increase the number of personnel transported per voyage, replacing smaller boats.
3. Energy efficient lighting was installed across facilities.
4. Designated parking areas for construction machinery were established to minimize unnecessary movement and short distance operations.
5. Speed limit signage was installed, and driver training was delivered to support safe and efficient vehicle use.
6. Fuel tanks were secured and sealed to prevent leaks and unauthorized use.
7. Idling prevention training was provided to avoid engines being left running when not in use.
8. Thermal insulation was enhanced in the camp area to reduce natural gas consumption.
9. 9 solar PV systems were commissioned across separate sites, providing a combined installed capacity of 51,3 kW.
10. A wind turbine with a capacity of 3 kW was installed. Additional turbines will be deployed, increasing both the number of units and the total production capacity.

## GREENHOUSE GAS EMISSIONS TRACKING

Greenhouse gas (GHG) emission assessment studies for the Project commenced in 2018 during the ESIA phase and were conducted by ERM in accordance with the Equator Principles and IFC Performance Standard 3. Initial assessments estimated potential GHG emissions associated with the construction phase using publicly available data, project plans, and, where necessary, conservative assumptions based on comparable activities. The methodology, assumptions, and estimated emissions were documented in the ESIA Report, available on our website.

During the construction phase, ERM also carried out a Greenhouse Gas Emission Assessment Update based on data collected during the first year of construction activities, revising the assumptions and estimates for the remaining construction period.

With the Project now in the operational phase, greenhouse gas emissions are being monitored and assessed based on actual operational data. The Project’s GHG emission sources are categorized as follows:

### **Scope 1**

Direct emissions from fuels consumed by on-site construction machinery, generators, and project vehicles.

### **Scope 2**

Indirect emissions from electricity used on-site.

### **Scope 3**

Other indirect emissions.

Throughout 2025, greenhouse gas emissions were systematically monitored across the Project, providing a transparent account of our environmental footprint. These findings not only quantify our current impact but also guide future reduction strategies. Each figure highlights both the challenges and opportunities ahead, reaffirming our commitment to responsible emissions management and the advancement of a more sustainable operational model.

SCOPE 1 EMISSIONS	
Stationary Combustion	69.32 CO <sub>2</sub> -e (metric tons)
Mobile Sources	732 CO <sub>2</sub> -e (metric tons)
SCOPE 2 EMISSIONS	
Purchased and Consumed Electricity	4.948 CO <sub>2</sub> -e (metric tons)
SCOPE 3 EMISSIONS	
Employee Business Travel	17.5 CO <sub>2</sub> -e (metric tons)
Employee Commute	65.9 CO <sub>2</sub> -e (metric tons)
Waste	49.46 CO <sub>2</sub> -e (metric tons)



## WASTE MANAGEMENT

Controlling waste generated by Project activities and implementing timely follow-up measures are key indicators of our environmental performance. In line with IFC Performance Standard 3, the Environmental and Social Impact Assessment identified the Project's potential environmental impacts, including those related to waste management. Project waste management encompasses resource extraction, disposal of bulk materials, transportation of materials and waste, excavation,

and the handling of other operation-related waste. Establishing an effective waste management system across the Project is critical to minimizing environmental impacts to the lowest practicable level.

- Since the Project's inception, the guiding principle has been to minimize waste generation wherever possible.
- Operational wastes are reused whenever feasible, reducing the need for new materials, lowering transportation and labor costs, and conserving fuel.
- On-site reuse is prioritized, while off-site reuse options are explored for remaining waste.
- Within the Project's waste management system, disposal is considered a last resort.

In line with the waste management hierarchy outlined above, a Waste Management Procedure has been established to ensure compliance with the prescribed impact mitigation measures. The key actions implemented include:

1. Waste and secondary materials are delivered only to sites and facilities authorized by the relevant government authorities; deliveries to unauthorized locations are strictly prohibited.
2. Waste generation is minimized at the source.
3. To reduce packaging waste, materials are procured in bulk or as reusable/returnable products.
4. Preventive measures are applied to avoid leaks and spills.
5. Nonhazardous or less hazardous materials are used wherever feasible.
6. Reuse of materials is maximized.
7. Effective housekeeping practices are maintained across all sites.
8. Waste is collected properly and on a scheduled basis.
9. Wood, steel, plastic, and paper are segregated at the point of collection.
10. Hazardous, nonhazardous, and recyclable wastes are kept separate prior to disposal.
11. Waste containers are stored within secondary containment where there is a risk of leakage.

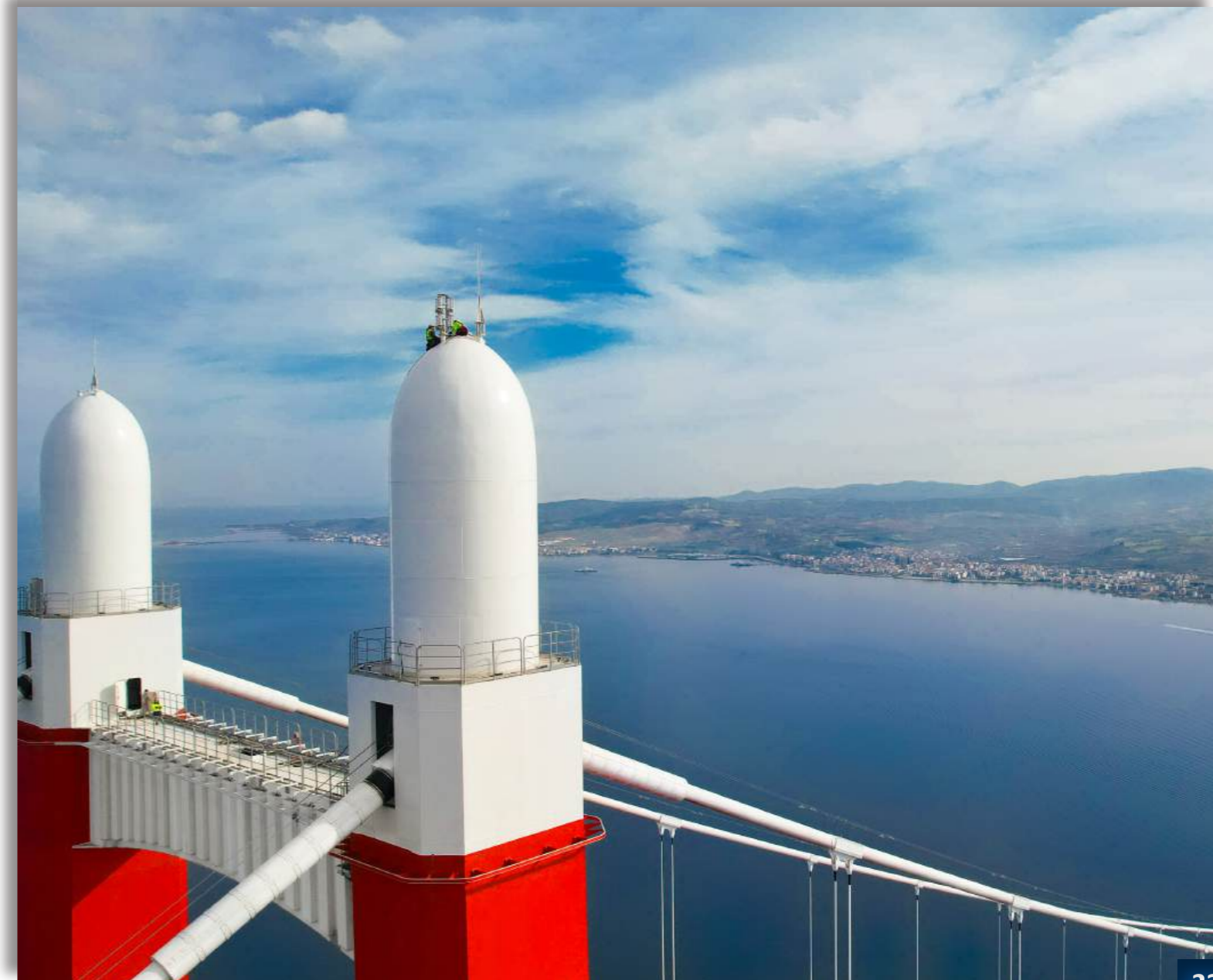
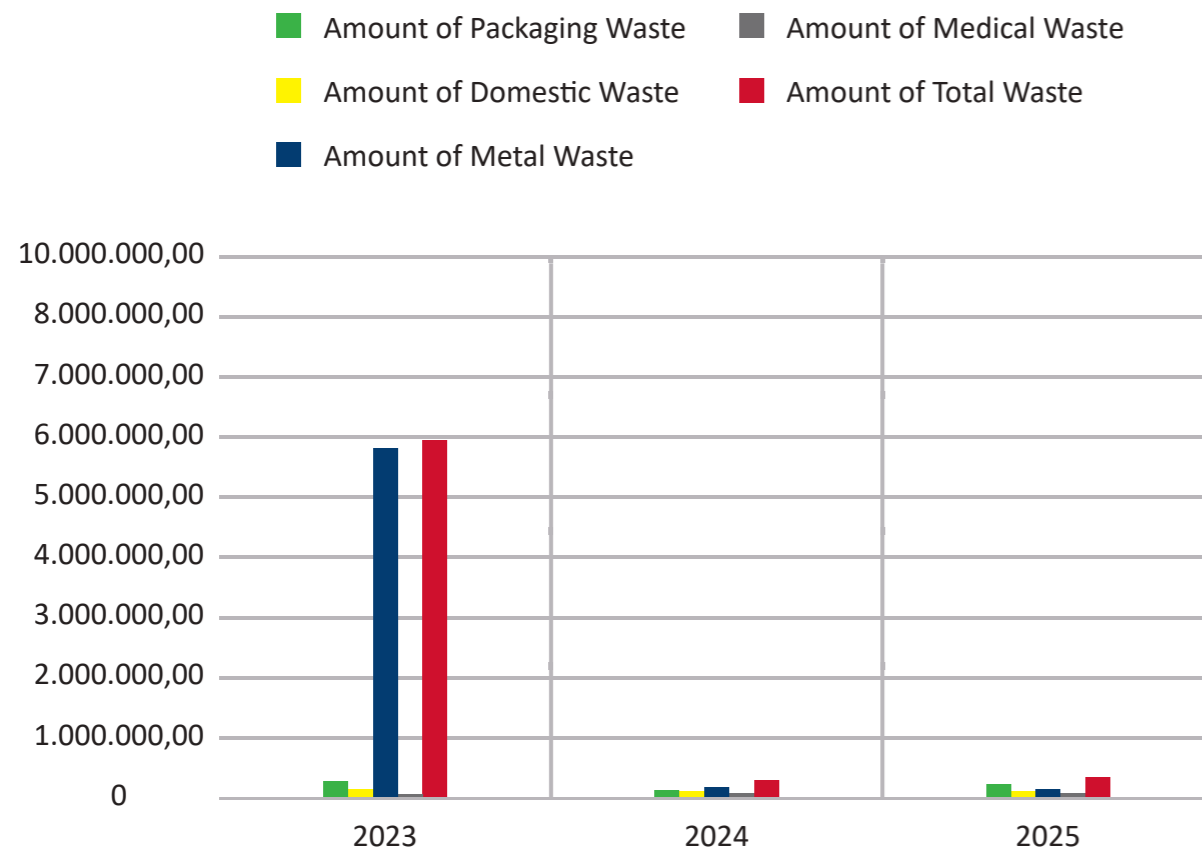
As part of the Waste Management program, quantities of packaging waste, domestic waste, metal waste, and medical waste are continuously monitored to ensure proper handling and reporting.

WASTE INDEX	UNIT	2023	2024	2025
Amount of Packaging Waste	kg	92.298	26.620	54.359
Intensity of Packaging Waste	kg/worker-hour	0.004	0,027	0,053
Amount of Domestic Waste	kg	69.411	21.967	20.770
Intensity of Domestic Waste	kg/worker-hour	0,350	0,229	0,200
Amount of Metal Waste	kg	5.808.063	40.520	27.420
Intensity of Metal Waste	kg/worker-hour	2,86	0,0423	0,047
Amount of Medical Waste	kg	32	35	22
Intensity of Medical Waste	kg/worker-hour	-	-	-
Amount of Total Waste	kg	5.969.804	89.142	102.571
Intensity of Total Waste	kg/worker-hour	2,91	0,092	0,101

Our waste reduction practices in 2025 are as follows:

1. Trainings were organized for the separate collection of recyclable waste and waste classified as hazardous at the source.
2. Waste areas were introduced.
3. New waste collection points were established to ensure efficient waste collection.
4. The number of containers for packaging waste in camp areas and work sites was increased to prevent mixing of packaging waste with domestic waste.
5. Paper, except for important documents, was printed double-sided.
6. Trainings were held to extend the usage period of existing products.
7. Efforts were made to enable reuse of non-hazardous waste.
8. Bulk purchasing practices were implemented to prevent an increase in packaging waste with each purchased material.

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



## 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 two locations within the Project area within the scope of the operational phase noise monitoring program.

Noise monitoring is carried out biannually in accordance with IFC Environmental, Health, and Safety Guidelines. The results are assessed based on IFC principles:

- Noise levels should not exceed 55 dBA during the day (07:00–22:00) and 45 dBA at night (22:00–07:00).
- Where existing noise levels surpass the 45/55 dBA thresholds, noise increases should not exceed 3 dBA above baseline levels.

Data from these monitoring activities are regularly shared with the Occupational Health & Safety (OHS) and Environmental departments. In addition to construction-related noise, operational phase noise impacts have been evaluated through modelling to anticipate potential issues. Final impact levels were projected for all receptor points for the years 2023 and 2033, with maximum daytime and nighttime limit exceedances measured.

For areas classified as having “High” impact, structural mitigation measures were implemented. Specifically, a 900-meter-long, 2.5-meter-high noise barrier was constructed near Yülüce Village, effectively reducing predicted noise levels. In alignment with our environmental and social commitments, a subcontractor specializing in noise barriers made from recycled rubber was engaged, and the barrier was completed in 2021.



## 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 (89 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:

### Reforestation

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.

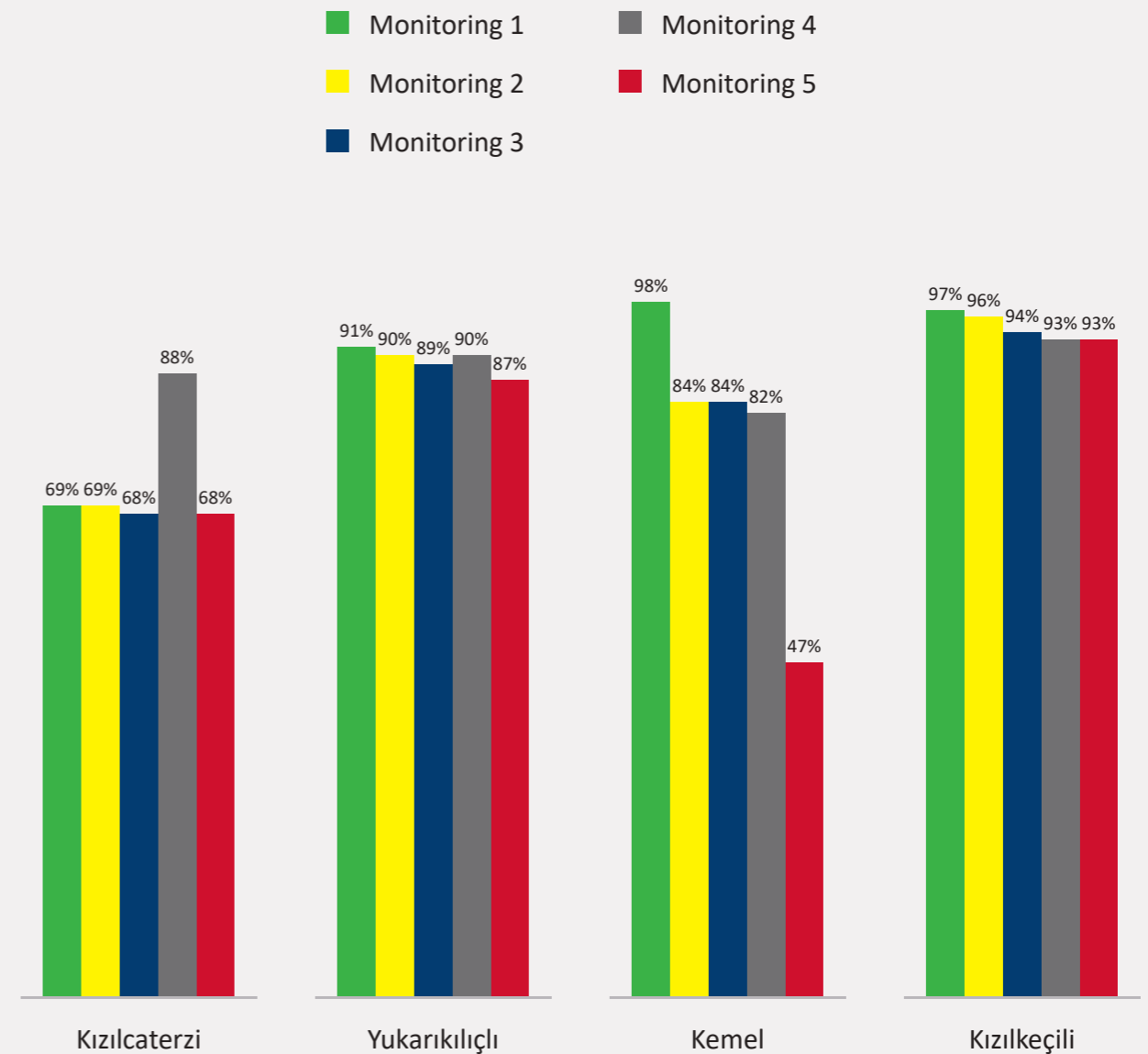
Following the Phase-1 assessment, it was determined that a total of 86,443 trees would be affected by the Project. For each affected tree, the goal is to plant 5 new trees. Accordingly, the total number of trees to be planted was calculated as 432,215.

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 Çanakkale 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 was carried out in Q1 2025.

Reforestation Success (%):





### **Pinna Nobilis**

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.

### **Seed Collection**

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.

### **Ecological Bridge**

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 motorways under Vision 2023. 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 Motorway 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.

STAKEHOLDER	METHOD	FREQUENCY
Governmental Authorities	Reports	Monthly
	Meetings	Monthly
	Special Events (Fair, 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
	E-Mail	Continuous
	Social Media	Continuous
	Website	Continuous
	Employment Policy Document	Continuous
	Code of Conduct	Continuous
	Health, Safety, E&S Relations Policy	Continuous
	Trainings	Continuous
	Occupational Health&Safety Meetings	Monthly
	Worker Grievance Mechanism	Continuous
Ethics Hotline	Continuous	

STAKEHOLDER	METHOD	FREQUENCY
Prospective Customers	Special Events (Fair, 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 (DL E&C, Limak, SK ecoplant, Yapı Merkezi)	Meetings	Monthly
	Newsletters	Quarterly
	Reports	At Least Weekly Basis
	E-Mail	Continuous
	Social Media	Continuous
	Website	Continuous

STAKEHOLDER	METHOD	FREQUENCY
Lenders and Lenders' Consultants	Reports	Monthly
	Meetings	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
E-Mail		Case-basis
Employment Policy Document		Continuous
Code of Conduct		Continuous
Health, Safety, E&S Social Policy		Continuous
Inspections/Audits		Monthly
Trainings		Continuous
Occupational Health&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](http://www.1915canakkale.com), by e-mail at [info@1915canakkale.com](mailto:info@1915canakkale.com), or through the Project Information Hotline at **+90 (850) 399 1915**.

## **COMMUNITY LEVEL ASSISTANCE PROGRAM (CLAP)**

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:

### **Program 1 – Skill Development and Access to Market**

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

### **Program 2 – Capacity Building of Institutions**

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

### **Program 3 – Natural Resources and Sustainable Energy Sources**

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



#### Program 4 – Community Health, Safety and Welfare

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

In 2019, to shape the Community Level Assistance Program (CLAP), 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.

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 is monitored by independent third party, SRM Consultancy Services, to ensure its success. The completion audit confirms that affected settlements have experienced measurable and positive development compared to non-affected neighboring areas, indicating the programme's effectiveness in delivering sustainable community outcomes.

The programme has shown a high level of sustainability and long-term adoption, with an overall success rate of 87% based on the active use and continuity of supported activities.

This performance reflects strong ownership among beneficiaries, as well as effective capacity-building efforts targeting local institutions such as cooperatives and community leaders. In total, at least 1,372 individuals directly benefited from economic interventions, further reinforcing the programme's broad and inclusive impact.

From an economic perspective, CLAP has generated significant value for local communities. With a total implementation cost of approximately TRY 8.27 million, the programme enabled an estimated income generation of TRY 44.6 million in 2025 alone, corresponding to a return on investment of approximately 190%. Notably, 77% of this income stems from indirect and sustained economic activities, demonstrating the programme's success in fostering long-term livelihood resilience rather than short-term gains. Sector-specific interventions, particularly in agriculture, have delivered substantial results. Training and support in fodder crop cultivation and ryegrass planting generated approximately TRY 14.4 million in income, while beekeeping initiatives contributed around TRY 11.8 million. These interventions not only increased productivity but also reduced operational costs, enhancing overall efficiency and income stability for participating households.

The programme has also played a critical role in advancing social inclusion and gender empowerment. The establishment of the Öncü Women's Cooperative stands out as a key achievement, providing full-time employment for women while successfully mobilizing approximately TRY 2 million in external funding. In addition, targeted equipment support enabled women to achieve significant cost savings, further strengthening their economic participation and independence. Investments in community infrastructure have contributed directly to improved quality of life and enhanced resilience. Infrastructure and equipment support reached hundreds of households, generating measurable cost savings and operational efficiencies. Furthermore, innovative solutions, such as the adaptation of water tankers for firefighting purposes, created multiplier effects by strengthening community safety and risk preparedness.

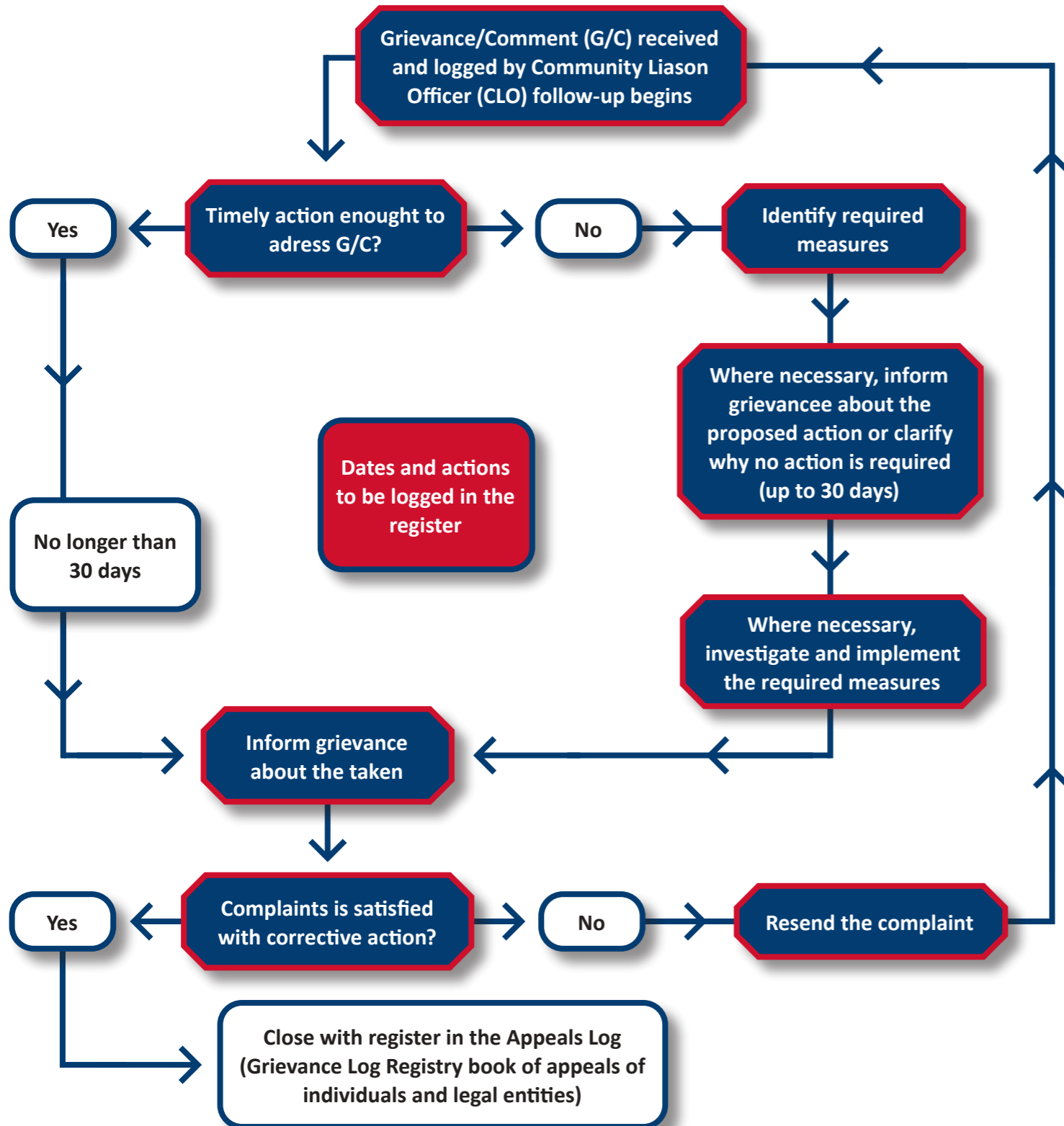
A notable example of local impact is observed in the Ahievren settlement, where the establishment of a women-led local product sales point along the highway generated an estimated annual income of TRY 2.9 million across 22 businesses. This initiative not only strengthened the local economy but also served as a transformative model for women's entrepreneurship and community-driven development.

Overall, the CLAP programme represents a strong example of sustainable community investment, delivering tangible economic, social, and institutional benefits. Its high sustainability rate, substantial economic returns, and inclusive approach demonstrate its effectiveness in creating long-term value and resilience in project-affected communities.

# COMMUNITY ENGAGEMENT ACTIVITIES

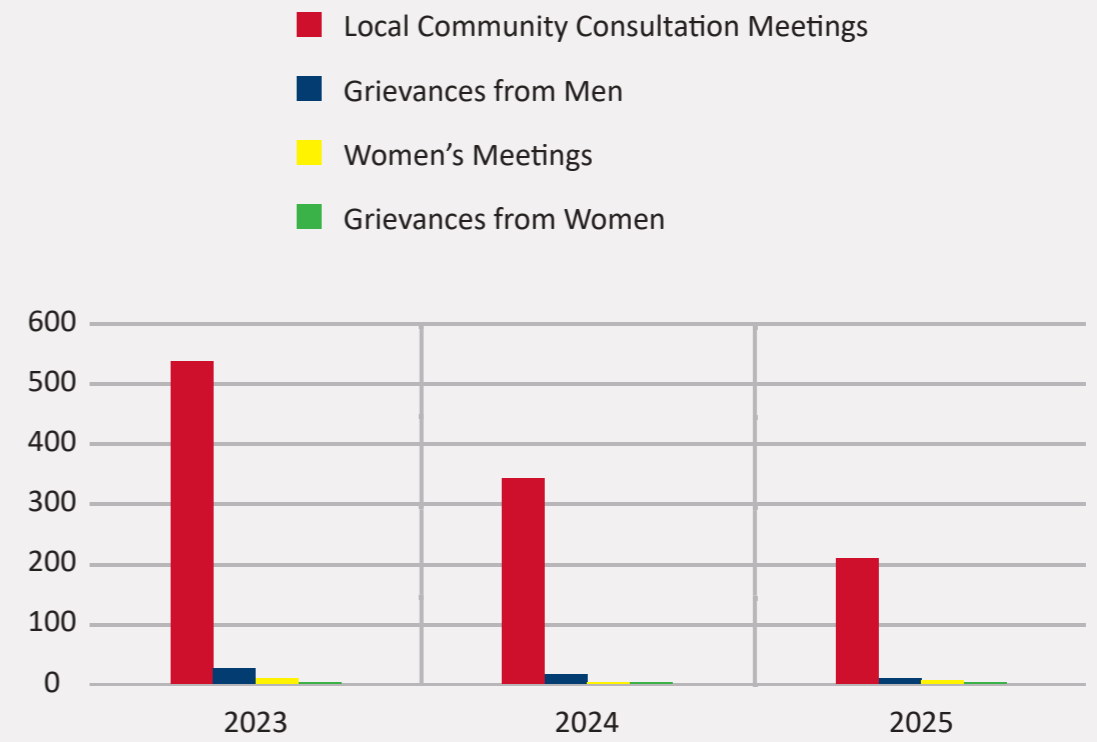
We highly value our relationship with the local community and regard them as our neighbors. Feedback, complaints, comments, and requests from the community are carefully reviewed and managed in a systematic manner. In addressing complaints, actions are taken based on principles of fairness, transparency, and responsiveness.

The complaint evaluation process is outlined in the following flow:



To gain a thorough understanding of complaints, our community liaison officers conduct interviews and organize meetings within the villages located throughout the Project area.

COMMUNITY ENGAGEMENT ACTIVITIES	2023	2024	2025
Local Community Consultation Meetings	538	355	206
Grievances from Men	23	15	4
Women’s Meetings	2	0	1
Grievances from Women	0	0	0
Resolving Percentage of Community Grievances	83%	86%	75%



# ETHICS MANAGEMENT

Given the involvement of multiple companies and a wide range of stakeholders in the 1915 Çanakkale Bridge and Motorway Project, establishing clear ethical principles and a Code of Conduct is essential. The Project Ethics Policy guides all employees, subcontractors, and consultants to act with integrity, recognize ethical issues, and uphold shared values. Developed in line with the IFC Performance Standard on Labor and Working Conditions, the Policy is reviewed annually by the Human Resources and Administrative Affairs Department and updated as needed.

Employment conditions are governed by the Project's Employment Policy Document, which ensures nondiscrimination, prohibits child and forced labor, supports local workforce use, defines fair wages and benefits, establishes occupational health and safety standards, provides training, and protects contractor rights.

In 2025, the Company adopted and published the following key policy documents on its website, reinforcing its ethical framework:

1. Code of Ethical Conduct
2. Anti-Bribery, Anti-Corruption, and Anti-Money Laundering Policy
3. Conflict of Interest Policy
4. Disciplinary Policy on Ethical and Compliance Violations
5. Ethical Disclosure Policy
6. Sanctions and Export Controls Compliance Policy
7. Environmental and Social Sustainability Policy
8. Conflict of Interest Disclosure Form
9. Human Rights Policy

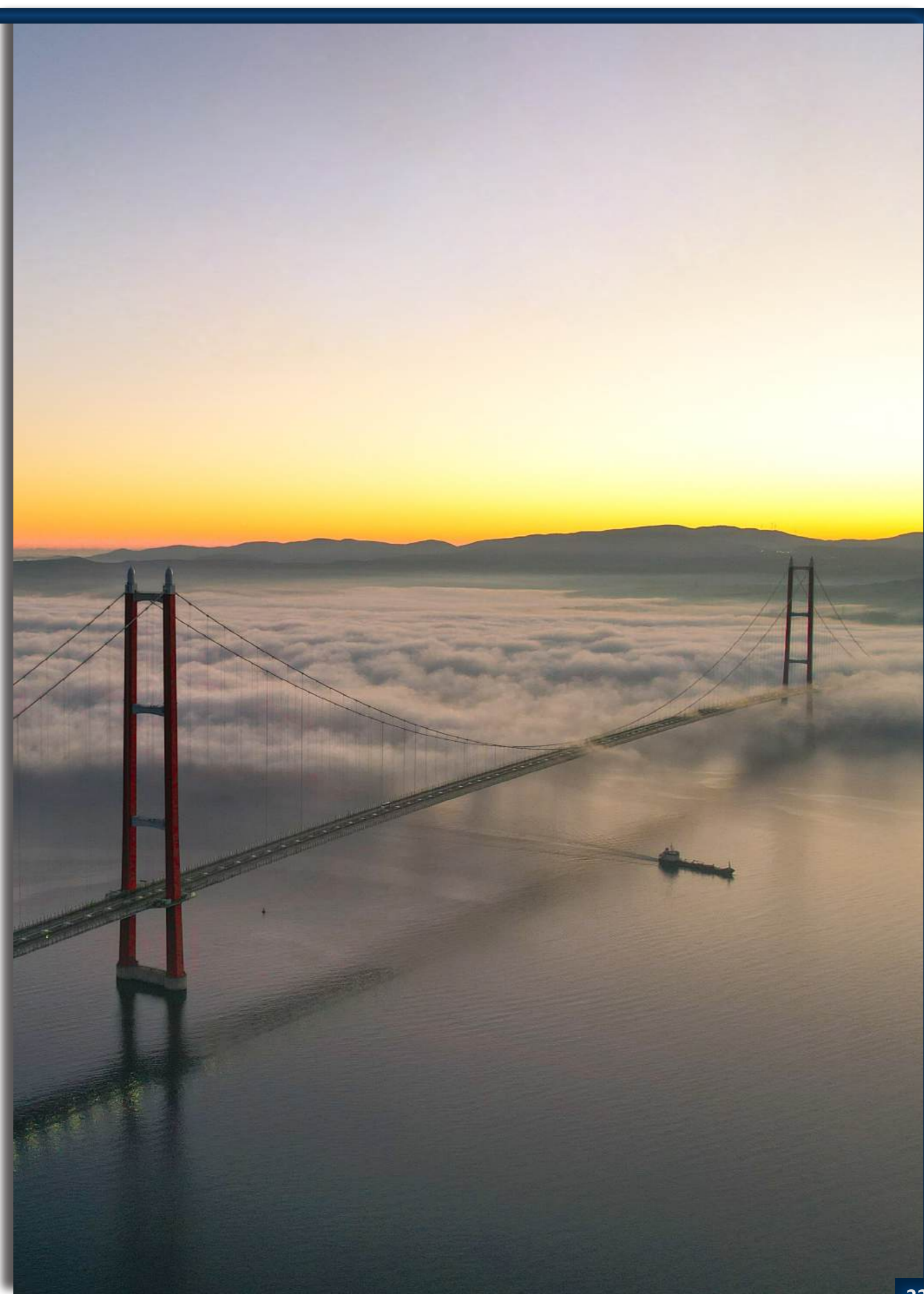
Reports of misconduct or concerns can be submitted through the following disclosure channels:

**Telephone:** +90 (212) 800 6581

**E-Mail:** [cok.ethics@speak-hub.com](mailto:cok.ethics@speak-hub.com)

**Disclosure Form:** [www.speak-hub.com/cok-ethics](http://www.speak-hub.com/cok-ethics)

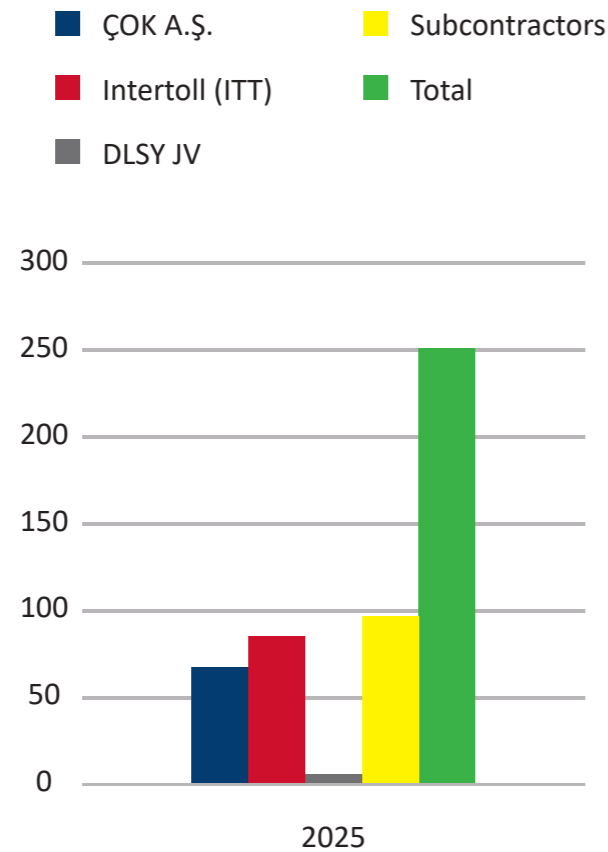
This comprehensive framework ensures that ethical standards guide every aspect of the Project, supporting transparency, accountability, and responsible operations.



# 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.

2025 FIELD WORKERS DEMOGRAPHICS				
COMPANY	TECHNICAL STAFF	ADMINISTRATIVE STAFF	BLUE COLLAR	TOTAL
ÇOK A.Ş.	17	52	0	69
ITT	11	7	65	83
DLSY JV	2	2	0	4
Subcontractors	11	5	78	94
Total	41	66	143	250



2025 ÇANAKKALE MOTORWAY AND BRIDGE INC. EMPLOYEE DEMOGRAPHICS	
DEPARTMENT	EMPLOYEE
Upper Management	4
Technical	17
Corporate Communications	2
Finance	21
Administrative Affairs and Contracts	22
Ankara Office	3
<b>TOTAL</b>	<b>69</b>

\*\*Contains data from reports prepared on a monthly basis as of the end of December 2025.\*\*

EMPLOYEES IN DIFFERENT CATEGORIES	
ÇANAKKALE MOTORWAY AND BRIDGE INC.	
Women	29%
Men	71%
INTERTOLL (ITT)	
Bridge	21%
Motorway	79%
DLSY JV	
Bridge	0%
Motorway	100%
SUBCONTRACTORS	
Bridge	29%
Motorway	71%

\*\*Calculated as of the end of December 2025.\*\*

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

## Promotion of Local Content and Workforce Development

Through the Project Employment Policy, the 1915 Çanakkale Bridge and Motorway Project seeks to harmonize the protection of employee rights with the creation of broader social and economic value. Our approach emphasizes the development of a workplace that not only safeguards fundamental labor rights but also fosters continuous skill enhancement, professional competency building, and career growth. The Project is committed to upholding human rights, promoting diversity and inclusion, and ensuring equal opportunity at every stage of employment. Recruitment, career progression, and all human resources processes are carried out with transparency, neutrality, and fairness, ensuring that no discrimination occurs on the basis of age, gender, ethnicity, religion, or any other personal attribute. By implementing these principles, the Project contributes to social equity while simultaneously strengthening the local labor market and enabling the transfer of knowledge and expertise within the regions impacted by the Project.

## Maritime Traffic Risk Assessment And Marine Pollution Prevention

Given that a substantial portion of construction activities for the 1915 Çanakkale Bridge occurs at sea, managing risks associated with maritime operations has been a central focus of the Project. To ensure safe and sustainable operations within the heavily trafficked Çanakkale Strait, a comprehensive Maritime Traffic Risk Assessment was completed in 2018. This three-stage assessment combined qualitative and quantitative methods to evaluate potential environmental and social risks arising from maritime incidents, including ship collisions, fuel spills, and other emergencies.

The assessment considered multiple critical factors, including commercial vessel traffic density, navigational routes, fishing activities, placement and condition of navigation buoys, the Turkish Straits Vessel Traffic Management System, historical maritime accident data, baseline risk levels, and the potential impacts of fuel spills and emergency response readiness. Through this rigorous analysis, both structural and procedural safeguards were identified to mitigate identified risks effectively.

Between 2020 and 2021, the findings of the risk assessment were actively communicated to stakeholders, including the Port Authority, ferry operators, and local fishermen. Regular meetings were held with the Lapseki, Çardak, and Gelibolu Fishermen's Cooperatives, ensuring continuous engagement and integration of local knowledge into operational planning. Community liaison officers continue to serve as a key bridge between the Project and maritime stakeholders, providing ongoing updates and facilitating feedback mechanisms.

For the operational phase, the recommendations arising from the risk assessment have been integrated directly into Project design specifications, while administrative and procedural measures have been embedded into the Operation and Maintenance Management Systems. These measures are designed to anticipate, prevent, and rapidly respond to potential maritime incidents.

The Çanakkale Strait, a corridor with some of the heaviest maritime traffic in the region, is continuously monitored by the Directorate General of Coastal Safety through the Vessel Traffic Services in Çanakkale, using advanced digital surveillance and tracking systems. The Project maintains routine coordination meetings with the Port Authority every three months to review progress, identify emerging risks, and ensure continuous alignment with best practices in maritime safety.

In addition, an expert contractor has been retained to provide immediate emergency response in the event of environmental pollution caused by accidents at sea. To strengthen preparedness, the Project maintains a dedicated boat and a team of four personnel on duty 24/7. This team is equipped to deploy containment measures across a span of up to 300 meters, providing critical initial intervention until specialized response units from the Directorate General of Coastal Safety arrive on site. Through these comprehensive measures, the Project demonstrates its unwavering commitment to protecting marine ecosystems, safeguarding maritime traffic, and minimizing the environmental footprint of one of Türkiye's most significant infrastructure undertakings.

# 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.

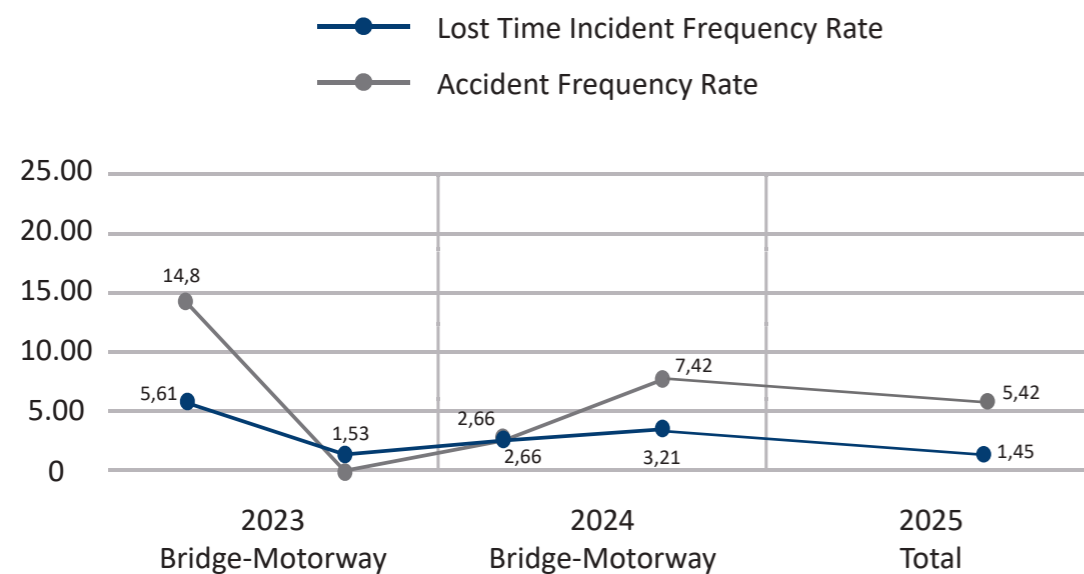
As we navigate this challenging period, we remain committed to prioritizing the health, safety, and welfare of our workforce, adapting our practices to the evolving environment, and conducting our construction activities safely and securely.

PERFORMANCE INDEX	2023 BRIDGE	2023 MOTORWAY	2024 BRIDGE	2024 MOTORWAY	2025 TOTAL
Fatalities	0	0	0	0	0
Disabling Injuries	0	0	0	0	0
Lost Time Incidents	11	3	1	8	4
Lost Time Incident Frequency Rate (LTIFR)	5,61	1,53	2,66	3,21	1,45
Accident Frequency Rate (AFR)	14,8	0	2,66	7,42	5,42
Number of Lost Days	181	12	20	37	13
Number of Rewards	-	-	-	-	-
Number of Punishments	-	-	-	-	-
<b>TOTAL TRAINING HOURS</b>	<b>23.166</b>		<b>17.180</b>		<b>15.123</b>

A gap analysis was carried out covering the seven main clauses (Clause 4–Clause 10) of the ISO 45001:2018 Occupational Health and Safety Management System, using employee responses and observations from site visits. The recommendations from this analysis are essential for achieving full compliance with ISO 45001:2018. The results indicate that the current OHS Management System is effectively implemented on the Project and that employees demonstrate a satisfactory understanding of its requirements.

Throughout the Project, Occupational Health and Safety specialists have undertaken focused initiatives to enhance performance and prevent accidents and fatalities. The OHS Department’s capacity has been considerably reinforced. Prompt corrective actions were taken following fatal incidents, including those caused by natural events. Policies, plans, and procedures were reviewed to address risks, and updated guidelines, along with newly developed plans, were communicated to all employees in both the Bridge and Motorway teams. Correspondingly, OHS training content was strengthened, resulting in increased employee awareness.

**Lost Time Incident and Accident Frequency Rate**



## ARCHAEOLOGY AND CULTURAL HERITAGE

Potential impacts on archaeological and cultural heritage were assessed during the Environmental and Social Impact Assessment (ESIA) in line with IFC Performance Standard 8, and sensitive zones along the Project route were identified. Following the ESIA, planned archaeological surveys were conducted, with the European side's sensitive areas finalized in 2018. These findings guided the Project design and informed the preparation of a Cultural Heritage Management Plan.

To implement this plan, an expert field archaeologist was engaged in 2018, conducting thorough on-foot surveys across the entire route. Potential archaeological sites identified were examined in collaboration with local museum directorates, including the Tekirdağ and Çanakkale Archaeology Museums. Comprehensive training was provided to all workers and excavation subcontractors on recognizing archaeological finds and proper procedures when discoveries occur during underground works.

In 2019, archaeological geophysical assessments were completed at 15 registered and unregistered locations on both the European and Asian sides. Identified findings were safeguarded through regular coordination with the Archaeology Museums.

Notably, excavations at the registered site "Gelibolu Area – 5" uncovered a Late Roman-period bowl (5th–6th century) and 43 tombs from the Late Byzantine period. Anthropological studies of these discoveries offered valuable insights into age, gender, diet, and pathological conditions of the individuals interred.

All excavations were carried out under the supervision of museum experts. In the approximately 1,000 m<sup>2</sup> registered area, construction proceeded with guidance to ensure the preservation of archaeological finds. Through these measures, the Project demonstrates a strong commitment to the discovery, protection, and conservation of Türkiye's rich cultural heritage.



## REACH US

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2025

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# 1915 ÇANAKKALE

