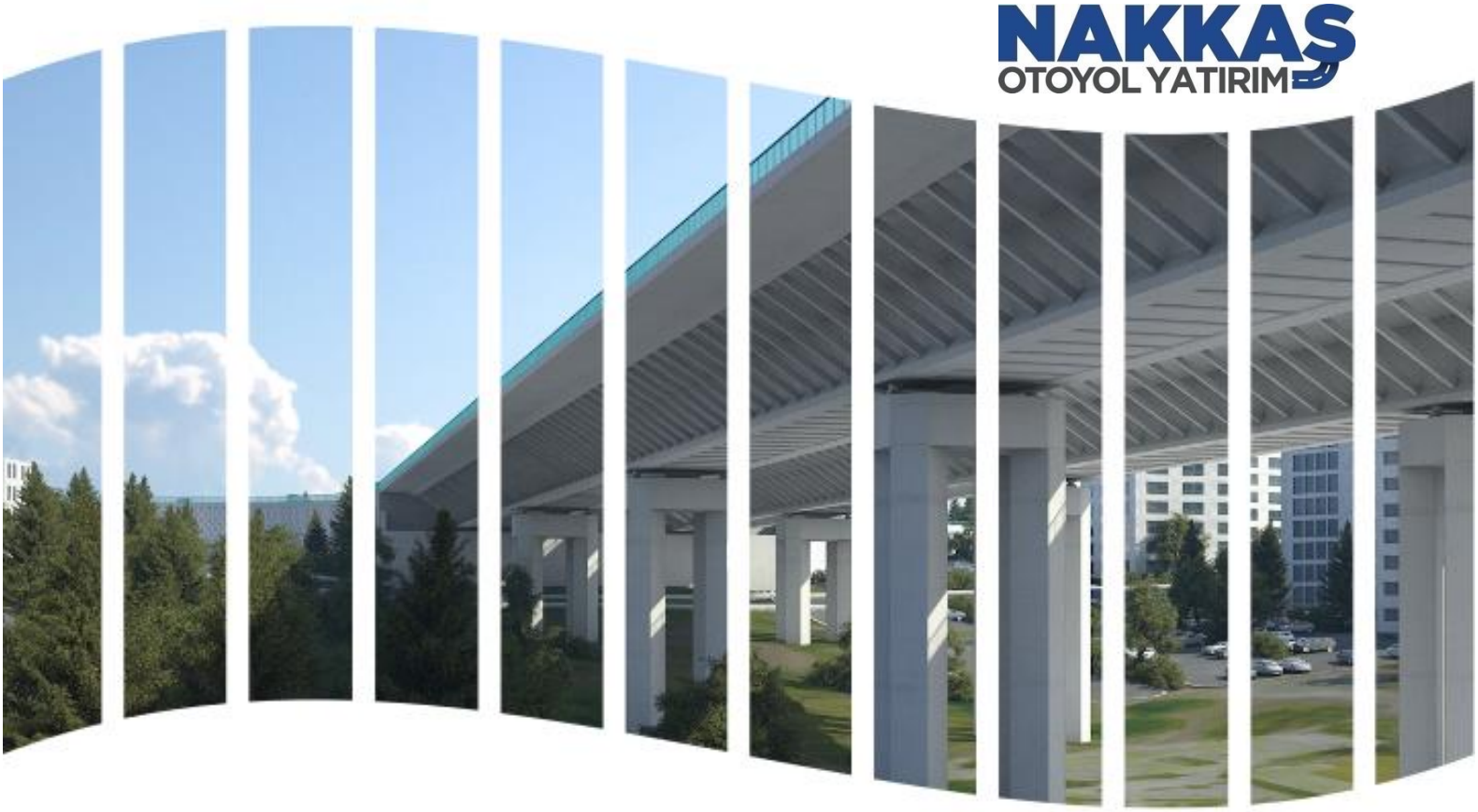


# Nakkaş-Başakşehir Motorway Project

# ESIA Public Consultation and Disclosure Report

**December 2023**

Prepared by:

# TABLE OF CONTENTS


| | | |
|---|---|---|
| | TABLE OF CONTENTS | 1 |
| | APPENDICES | 2 |
| | LIST OF TABLES | 3 |
| | LIST OF FIGURES | 3 |
| | ACRONYMS AND ABBREVIATIONS | 4 |
| **1** | **INTRODUCTION** | 6 |
| 1.1 | Requirement for the Project ESIA Public Consultation and Disclosure | 6 |
| 1.2 | Structure of This Document | 6 |
| 1.2.1 | Sections | 6 |
| 1.2.2 | Appendices | 7 |
| **2** | **ESIA DISCLOSURE ACTIVITIES** | 8 |
| 2.1 | Content of ESIA Disclosure Package | 8 |
| 2.2 | Multilingual Approach | 9 |
| 2.3 | Methods of Disclosure and Other Channels Of Communication | 9 |
| 2.3.1 | Online Disclosure | 9 |
| 2.3.2 | Distribution of Printed Documents | 10 |
| 2.3.3 | Public Information Offices | 11 |
| 2.3.4 | Public Information Meetings | 12 |
| 2.3.5 | Women Meetings | 12 |
| 2.3.6 | Project Hotline | 12 |
| 2.3.7 | Project WhatsApp Line | 12 |
| 2.3.8 | Submission Boxes | 12 |
| 2.3.9 | Formal Letters to Local State Authorities | 13 |
| 2.3.10 | Electronic Letters to NGOs | 13 |
| 2.3.11 | Newspaper Advertisements | 15 |
| 2.3.12 | Stakeholder Engagement (as per SEP) | 15 |
| 2.4 | Planning of ESIA Disclosure Period | 15 |
| 2.5 | Timeline of Public Consultation and Disclosure Period | 16 |
| 2.6 | ESIA Information Days | 18 |
| 2.6.1 | Selection criteria of exhibition venues and dates | 19 |
| 2.6.2 | Flow of the ESIA Information Days | 19 |
| 2.7 | Vulnerable Groups | 20 |
| 2.8 | Neighborhood Meetings | 21 |
| 2.8.1 | Preparation of the Neighborhood Meetings | 21 |
| 2.8.2 | Flow of the Neighborhood Meetings | 21 |
| 2.9 | Meetings and Field Activities Exclusive To Women | 22 |
| 2.10 | Summary of Participation to the Public Disclosure Activities | 23 |
| **3** | **OVERVIEW OF STAKEHOLDER CONSULTATION** | 24 |
| 3.1 | Introduction | 24 |
| 3.2 | Channel Distribution of Submitted Comments | 24 |
| 3.3 | Distribution of the Comment Forms across Neighborhoods | 25 |
| 3.4 | Main Topics of Interest | 25 |
| 3.5 | Project's Replies to Stakeholders' Comments | 27 |
| 3.5.1 | Noise | 28 |
| 3.5.2 | Project Route | 29 |

| | | |
|---|---|---|
| 3.5.3 | Visual Impact | 30 |
| 3.5.4 | Expropriation | 32 |
| 3.5.5 | Toll Fee | 32 |
| **4** | **CONCLUSION** | 34 |

**APPENDICES** 36

| | | |
|---|---|---|
| **Appendix A** | **Individual Stakeholder Register** | 37 |
| **Appendix B** | **Institutional Stakeholder Register** | 66 |
| **Appendix C** | **Summary of the Q&A Sessions in Village Meetings** | 73 |
| C.1 | Deliklikaya Neighborhood Meeting, 18 September 2023 | 74 |
| C.2 | Yeşilbayır Neighborhood Meeting, 19 September 2023 | 76 |
| C.3 | Sazlıbosna Neighborhood Meeting, 20 September 2023 | 78 |
| C.4 | Nakkaş Neighborhood Meeting, 21 September 2023 | 79 |
| C.5 | Şamlar Neighborhood Meeting, 22 September 2023 | 81 |
| **Appendix D** | **ESIA Disclosure Materials** | 83 |
| **D.1** | Newspaper Ads | 84 |
| D.1.1 | Sabah daily | 84 |
| D.1.2 | Hürriyet daily | 85 |
| D.2 | Posters | 86 |
| D.2.1. | General Announcement Poster | 86 |
| D.2.1.2 | Neighborhood Meetings Poster | 87 |
| D.2.1.3 | Women's Meetings Poster | 88 |
| D.3 | ESIA Brochure | 89 |
| D.3.1 | ESIA Brochure in Turkish | 89 |
| D.3.2 | English translation of ESIA Brochure | 90 |
| D.4 | Screenshots of Project website | 91 |
| D.5 | Correspondence with Institutional Stakeholders | 94 |
| D.5.1 | Letter inviting public institutions to provide opinion on the ESIA Report | 94 |
| D.5.2 | E-mail message to private institutions (NGOs) inviting them to participate in the consultation process | 95 |
| D.6.1 | Sample reply letter to an individual stakeholder | 97 |
| D.7 | ESIA Material in Arabic | 99 |
| D.7.1 | ESIA Brochure in Arabic | 99 |
| D.7.2 | Comment Form in Arabic | 100 |
| **Appendix E** | **Tools of Engagement - Visuals** | 101 |
| | • Public Information Offices | 102 |
| | • Public Information Corners at Muhtar Offices & Village Coffee Houses | 104 |
| | • Public consultation posters | 105 |
| | • Photos from the consultation activities exclusive to women | 106 |
| | • Photos from the Public Information Days - Hadımköy | 107 |
| | • Photos from the Public Information Days – Kayaşehir | 108 |
| | • Photos from the Public Information Days – Bahçeşehir | 109 |
| | • Photos from the Neighbourhood Meetings | 110 |
| | • Photos of ESIA brochure distribution activity during the Public Information Days | 111 |

## LIST OF TABLES


| | | |
|---|---|---|
| Table 2-1 | Online Platforms Where ESIA Package was Published | 10 |
| Table 2-2 | Quantities of Printed Disclosure Material | 10 |
| Table 2-3 | Locations of the Public Information Offices | 11 |
| Table 2-4 | List of Local State Authorities (Public Institutional Stakeholders) | 13 |
| Table 2-5 | List of Private Institutional Stakeholders (NGOs) | 14 |
| Table 2-6 | News Outlets of Public Notices | 15 |
| Table 2-7 | List of Neighborhoods Along The Project Route | 16 |
| Table 2-8 | Timeline of Public Consultation Period | 16 |
| Table 2-9 | ESIA Information Days | 19 |
| Table 2-10 | Main topics raised during the ESIA Information Days | 20 |
| Table 2-11 | Schedule of Neighborhood Meetings | 21 |
| Table 2-12 | Schedule of activities exclusive to women | 22 |
| Table 2-13 | Main topics raised during women's meetings & activities | 23 |
| Table 3-1 | Comment Submission Topics | 26 |
| Table 3-2 | Salient Comment Topics (excluding supportive comments) | 26 |


## LIST OF FIGURES


| | | |
|---|---|---|
| Figure 2-1 | Numbers of Visitors of Public Information Offices | 12 |
| Figure 2-2 | Gender Distribution of Attendees at ESIA Public Disclosure Events | 23 |
| Figure 3-1 | Breakdown of Comment Submission Channels | 24 |
| Figure 3-2 | Places of Origin of the Stakeholders | 25 |
| Figure 3-3 | Distribution of Noise-Related Comments across Neighborhoods | 28 |
| Figure 3-4 | Distribution of Project Route-related Comments across Neighborhoods | 29 |
| Figure 3-5 | Distribution of Visual Impact-related Comments across Neighborhoods | 31 |
| Figure 3-6 | Distribution of Expropriation-related Comments across Neighborhoods | 32 |
| Figure 3-7 | Distribution of Toll Fee related comments across Neighborhoods | 33 |

## ACRONYMS AND ABBREVIATIONS

| Name | Description |
|---|---|
| BAP | Biodiversity Action Plan |
| BOT | Build, Operate and Transfer |
| CESMP | Construction Environmental and Social Management Plan |
| CLO | Community Liaison Officer |
| ÇEKÜL | Çevre ve Kültür Değerlerini Koruma ve Tanıtma Vakfı (Foundation for the Protection and Promotion of Environmental and Cultural Heritage) |
| ÇEVKO | Çevre Koruma ve Ambalaj Atıkları Değerlendirme Vakfı (Environmental Protection and Packaging Waste Recovery and Recycling Foundation) |
| DAYKO | Doğal Yaşamı Koruma Vakfı (Foundation for the Protection of Natural Life) |
| E&S | Environmental and Social |
| EBRD | European Bank for Reconstruction and Development |
| EPC | Engineering, Procurement and Construction |
| ESAP | Environmental and Social Action Plan |
| ESIA | Environmental and Social Impact Assessment |
| ESMMP | Environmental and Social Management and Monitoring Plan |
| FEV | Fiziksel Engelliler Vakfı (Foundation for the Phyically Disabled) |
| GEO | Türkiye Küresel Çevre Derneği (Global Environment Organisation, Turkey Branch) |
| GLAC | Guide to Land Acquisition and Compensation |
| IBB | Istanbul Metropolitan Municipality |
| IMM | Istanbul Metropolitan Municipality |
| İSEM | İstanbul Büyükşehir Belediyesi Engelliler Şube Müdürlüğü (IBB Branch Directorate for the Disabled) |
| ISKI | İstanbul Water and Sewage Directorate |
| İSO | Istanbul Chamber of Industry |
| İŞKUR | State Labour Agency |
| KAGİDER | Türkiye Kadın Girişimciler Derneği (Women Entrepreneurs Association of Turkey) |
| KADAV | Kadınlarla Dayanışma Vakfı (Women's Solidarity Foundation) |
| KGM | Turkish Ministry of Transport and Infrastructure, General Directorate of Highways |
| KOS | Kuzey Ormanları Savunması (Northern Forests Defense Platform) |
| MoEUCC | Ministry of Environment, Urbanisation and Climate Change |
| MoLSS | Ministry of Labour and Social Security |
| MoTI | Ministry of Transport and Infrastructure |
| NGO | Non-Governmental Organizations |
| NTS | Non-Technical Summary |
| PAP | Project Affected Person |
| PDEUCC | Provincial Directorate of Environment, Urbanization and Climate Change |
| PCD | Public Consultation and Disclosure |
| PIO | Public Information Office |

| | |
|---|---|
| PR | Performance Requirements |
| PS | Performance Standards |
| RAP | Resettlement Action Plan |
| SEP | Stakeholder Engagement Plan |
| SPV | Special Purpose Vehicle |
| TMMOB | Türkiye Mimar ve Mühendisler Odaları Birliği (The Union of Chambers of Turkish Engineers and Architects, Istanbul Branch) |
| WWF | Dünya Vahşi Yaşam Fonu (World Wildlife Fund - WWF (In Turkey, under the name of Foundation for the Protection of Natural Life) |

# 1. INTRODUCTION

This document is the Public Consultation and Disclosure (PCD) Report for the Nakkaş-Başakşehir Motorway Project's (the Project) The report presents the process of disclosing the Environmental and Social Impact Assessment (ESIA) Report and associated documents, the comments received during disclosure period from August 24, 2023 to October 30, 2023 as well as how the Project has responded to various issues and concerns raised by the Project stakeholders. This PCD Report constitutes an Annex to the Stakeholder Engagement Plan (SEP) that was prepared for the Project and made available to the public.

The Project is being developed by Nakkaş Motorway Investment and Operation, Inc. (Nakkaş Otoyol Yatırım ve İşletme A.Ş.), a special purpose vehicle (SPV) which was appointed by the Turkish Ministry of Transport and Infrastructure (MoTI), General Directorate of Highways (KGM) to design, finance, construct and operate Section 8 of the Northern Marmara Motorway, which had been initiated by KGM and the first seven sections of which were consequently put into service between 2016 and 2022.

## 1.1. Requirement for the Project ESIA Public Consultation and Disclosure

As a milestone in its encompassing ESIA process, Public Consultation and Disclosure process was undertaken with a view to ensure that,

- (Scope) ESIA Report and all associated Project documentation is properly disclosed while adequate and timely information is provided to all project-affected people and other stakeholders so that they take the opportunity to voice their opinions and concerns which are supposed to contribute to the Project decision-making processes, and,

- (Method) E&S requirements and performance standards of lenders/investors as elaborated in Section 2.1 ("Institutional Framework") and Section 2.4 ("International Standards for the ESIA Development") of the ESIA Report and in consistence with international good practice are satisfied.

## 1.2 Structure of This Document

This document is structured as follows:

### 1.2.1. Sections

**Section 1 (Introduction)**

**Section 2 (ESIA Disclosure)** provides an overview on the scope of ESIA disclosure, relevant stakeholders aimed to be addressed, how the formal disclosure process was planned and announced to the public, the field activities conducted during the ESIA disclosure period across the Project area, providing further details on tools of engagement.

**Section 3 (Stakeholder Consultation)** presents a summary and analysis of the comments submitted during public consultation in all communication channels. Details are provided on the number of submissions received, the topics discussed, and any specific issues raised by specific stakeholders. Additionally, an assessment of the level of community support for and opposition to the Project is provided.

**Section 4 (Conclusion)** presents a conclusion to this Consultation Report and describes next steps.

### 1.2.2 Appendices

Appendix A – Individual Stakeholder Register

This is a register of all submissions by private individuals received, and corresponding references of the responses in ESIA Draft Report chapters and related documents, where applicable.

Appendix B - Institutional Stakeholder Register (Local State Authorities and NGOs)

Correspondence of the Project with institutions.

Appendix C - Summary of Q&A Sessions in Neighborhood Meetings

Transcripts from the meetings. Provides insight into the concerns of the stakeholders in neighborhoods with rural / agricultural character.

Appendix D – ESIA Disclosure Materials

Visuals of materials presented to the public during the disclosure period.

Appendix E – Photographs compiled from the disclosure period.

Photographic narration of the public consultation and related activities including open-day exhibitions, neighborhood meetings and community outreach efforts throughout the disclosure period.

# 2. ESIA DISCLOSURE ACTIVITIES

## 2.1. Content of ESIA Disclosure Package

The ESIA disclosure package includes the following:

- Environmental and Social Impact Assessment (ESIA) Report
- Non-Technical Summary of the ESIA (NTS)
- Environmental and Social Management and Monitoring Plan (ESMMP)
- Environmental and Social Action Plan (ESAP)
- Stakeholder Engagement Plan (SEP)
- Resettlement Action Plan (RAP)
- Guide to Land Acquisition and Compensation (GLAC)
- Environmental and Social Management Plans of the EPC Contractor including:
  - Construction Environmental and Social Management Plan (CESMP)
  - Biodiversity Action Plan (BAP)
  - Air Quality and Emission Control Plan
  - Blasting Management Plan
  - Waste Management Plan
  - Wastewater Management Plan
  - Landscape Management Plan
  - Noise and Vibration Management Plan
  - Pollution Prevention Plan
  - Traffic Management Plan
  - Community Health, Safety and Security Plan
  - Emergency Preparedness and Response Plan
  - Cultural Heritage Management Plan
  - Supply Chain Management Plan
  - Gender Action Plan
  - Labour Management Plan
  - Health and Safety Plan

In addition to ESIA Report and related Project document package, a number of additional public disclosure documents were produced in order to ensure effective communication of the project content and PCD planning with the project stakeholders:

- An *ESIA brochure* which contains brief Project data and map of Project route, outlines key E&S effects and mitigation measures, focuses on exhaustively explaining ways and means stakeholders as well as all interested parties may participate in the consultation process and initiate dialogue with the Project.

- A *Guide to Land Acquisition and Compensation (GLAC)*, which outlines the legal framework within which KGM carries out the expropriation process and explains to project affected persons the steps to follow concerning relations with KGM and the mechanisms put in place by the Project to minimize the impacts on local people and provides communication channels of KGM and Project.

- *Public posters* (3 different contents focusing on ESIA information days, neighborhood meetings and women meetings) were posted in public locations such as village coffee houses, muhtar offices and notice boards of housing complexes and industrial zones.

- *Comment Forms* were available in two formats, one as a stand-alone, A4-sized leaf while the other was a tear-off page in the ESIA Brochure.

## 2.2. Multilingual Outreach

All documents in the ESIA disclosure package were originally prepared in English and translated into Turkish. Relevant disclosure materials, in addition to their English and Turkish versions, were printed in Arabic to enable the participation into the consultation process of growing populations of displaced and migrant peoples in the Project area. These were:

- ESIA Brochure
- "RAP Entitlements for the Formal and Informal Employees of Affected Businesses" section of GLAC
- "Grievance Mechanism" section of SEP
- Comment Form

## 2.3. Methods of Disclosure and Other Channels Of Communication

The Public Consultation and Disclosure process of Nakkaş-Başakşehir Motorway Project was implemented through a series of disclosure methods and communication channels which include;

- Online Disclosure
- Distribution of Printed Documents
- Public Information Offices
- Public Information Meetings
- Women Meetings
- Project Hotline
- Project WhatsApp Line
- Submission Boxes
- Formal Letters to Local State Authorities
- Electronis Letters to NGOs
- Newspaper Advertisements
- Stakeholder Engagement (as per SEP)

Details on each method of disclosure are given in the following section.

### 2.3.1. Online Disclosure

A dedicated public consultation section was added to the project website which was disclosed online on 24th August 2023. The Project has published a message on the landing page of the website announcing the commencement of the disclosure period and the events and inviting all stakeholders to provide input.

The Environmental & Social Management section of the site links to an interface page at which the full set of ESIA documents that are subject to disclosure can be accessed. The entire content of the website is mirrored bilingually between Turkish and English.

The ESIA package was published on Project web site as well as on those of EBRD and AIIB.

**Table 2-1 Online Platforms Where ESIA Package was Published**

| Corporate Body: | Link to Related Web Site: | Date of Disclosure: |
|---|---|---|
| EBRD | https://www.ebrd.com/work-with-us/projects/psd/52502.html | August 24, 2023 |
| AIIB | https://www.aiib.org/en/projects/details/2023/proposed/Turkiye-North-Marmara-Highway-Nakkas-Basaksehir-BOT-Project.html | August 24, 2023 |
| Nakkaş Otoyol A.Ş. | https://www.nakkasotoyolu.com/en/esm | August 24, 2023 |

The ESIA document set remains available on the project website after the cut-off date of the disclosure period and further updates and documents will be added, including this Report.

The project website is designated as the main source of information and will function as the primary point of contact with the Project for the general public throughout the construction and operation phases of the Project.

### 2.3.2. Distribution of Printed Documents

The Project ESIA package was printed and distributed to public meeting and women venues, muhtar offices, public information offices, Nakkaş Otoyol A.Ş. corporate offices, affected businesses and EBRD Ankara and Istanbul offices. Posters were put up and information boards were installed at meeting venues.

**Table 2-2 Quantities of Printed Disclosure Material**

| Document | Print Quantity |
|---|---|
| ESIA (TR) | 50 |
| ESIA (ENG) | 3 |
| RAP (TR) | 50 |
| RAP (ENG) | 3 |
| SEP (TR) | 50 |
| SEP (ENG) | 3 |
| NTS (TR) | 1.000 |
| NTS (ENG) | 3 |
| ESMMP (TR) | 50 |
| ESMMP (ENG) | 3 |
| ESAP (TR) | 50 |
| ESAP (ENG) | 3 |
| Management Plans (TR) | 50 |
| Management Plans (EN) | 3 |
| GLAC (TR) | 2.000 |
| GLAC (ENG) | 3 |
| Grievance Mechanism Section of SEP | 350 |
| Brochure (TR) | 14.000 |
| Brochure (AR) | 700 |
| Comment Forms (TR) | 14.000 |

| | |
|---|---|
| Comment Forms (AR) | 700 |
| GLAC – Workers Entitlement Section (AR) | 55 |
| Poster – ESIA Information Days (TR) | 140 |
| Poster- Neighborhood Meetings (TR) | 50 |
| Poster – Women Meetings (TR) | 35 |
| Infoboards (TR ) | 15 |

### 2.3.3. Public Information Offices

Five locations that enabled maximum stakeholder participation along the Project route were selected as Public Information Offices (Reading Rooms). Four of these locations were air-conditioned container office units that housed desks, adequate space for displaying and reviewing of documents as well as an area for filling and submitting comment forms.

The container offices were placed mainly at public squares with high foot traffic, remained under the control of municipality that provided power and site safety. At one location (Hadımköy), a centrally located store was rented and furnished as a street level office befitting the purposes of public disclosure. The external façades of PIOs were branded with high-visibility signage inviting passers-by to participate in the consultation process. The Public Information Offices were open to visit 10 am to 8 pm everyday except Sundays.

**Table 2-3 Locations of the Public Information Offices**

| District | Location |
|---|---|
| Başakşehir | Mobile office at Sular Valley, Fatih Terim Stadium Entrance |
| Başakşehir | Mobile office at Kayaşehir Fair and Exhibition Area (market place) |
| Başakşehir | Mobile office at Başakşehir Millet Kıraathanesi |
| Başakşehir | Mobile office at Bahçeşehir Culture and Art Center |
| Arnavutköy | Centrally located corner store, Hadımköy |

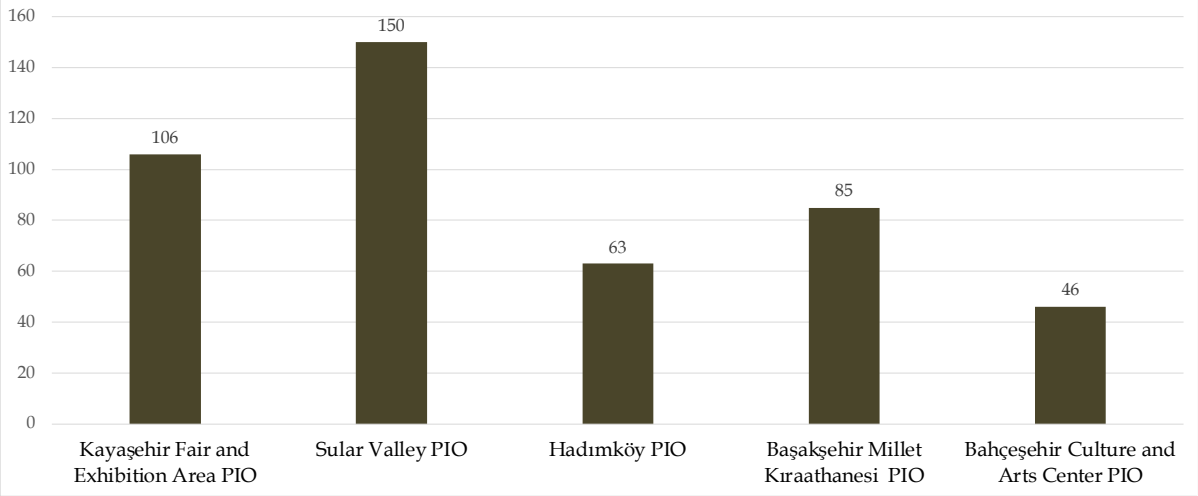
Each PIO was stocked with full ESIA documents sets in Turkish and materials printed in Arabic (See 2.2 Multilingual Outreach). Additionally, copies of the ESIA brochure in spiral-bound book format were available in large print for visitors with eyesight difficulties.

The PIOs were staffed by part-time personnel, mostly university students. A two-day training prepared the staff to help visitors with rudimentary information on Project information, ESIA findings, disclosure process and grievance mechanism. The staff were equipped with Q&A documents that contained basic information questions and brief replies of the Project.

The officials of the Project were regularly available at the PIOs. They lent support to the PIO staff, and visitors benefited from receiving in-depth information first hand from Project experts in their respective fields of specialty.

450 individual stakeholders have visited the Public Information Offices (PIO) throughout the disclosure period. Breakdown of the visitors is shown in Figure 2-1 below.

**Figure 2-1 Numbers of Visitors of Public Information Offices**




### 2.3.4. Public Information Meetings

Public information and consultations were conducted in order to reach out to the external stakeholders of the Project at several venues both in urban and rural settlements along the route of the Project. Detailed information on public information meetings is provided in Section 3 of the document.

### 2.3.5. Women Meetings

In addition to public information meetings open to general attendance of the persons and groups of interest, separate women meetings were also held in priorly announced venues and dates in order to maximize engagement of women in the PCD process. Details are provided under Section 3 of the document.

### 2.3.6. Project Hotline

A call center was commissioned for the toll-free Project Hotline (0 850 655 10 00) to receive calls, queries and comments from the public regarding the Project and the ESIA process. The calls were received during working hours both in weekdays and weekends. An automatic voice message directed the callers to the Project website during non-office hours. All calls were individually registered to be added to the Stakeholder Register.

### 2.3.7. Project WhatsApp Line

A separate WhatsApp line (+90 531 674 5953) is available for internal and external stakeholders of the Project in order for them to communicate any inquiry, feedback in writing and submit documents and visuals to support the issues they raise.

### 2.3.8. Submission Boxes

Submission boxes were placed in public meeting venues and muhtar offices of 15 settlements in the area of impact of the Project so that any stakeholder can submit their comment forms, or other written inquiries in a way that enables them to remain anonymous. All inquiries submitted via the submission boxes have been recorded and responded appropriately in accordance with SEP.

### 2.3.9. Formal Letters to Local State Authorities

Formal letters were submitted on August 24, 2023, to 27 local state authorities (see Table 2-4) which are on the comprehensive stakeholder list in the SEP. Summary information about the ESIA disclosure process was given in the letter, and the recipients were invited to communicate their inquiries related to the Project. In the enclosement of each formal letter, there was a flash memory stick containing the full ESIA package. See Appendix B for a sample letter submitted to local state authorities by Nakkaş Otoyol A.Ş.

**Table 2-4 List of Local State Authorities (Public Institutional Stakeholders)**

| No. | Stakeholder Group | Name of the Local Authority |
|---|---|---|
| 1 | Provincial Governorship and Affiliates | Istanbul Governorship |
| 2 | | Istanbul Provincial Health Department |
| 3 | | Istanbul Provincial Directorate of Environment, Urbanization and Climate Change (PDEUCC) |
| 4 | | Istanbul Provincial Directorate of Culture and Tourism |
| 5 | | Istanbul Provincial Disaster and Emergency Directorate |
| 6 | | Istanbul Provincial Directorate of Ministry of Family and Social Services |
| 7 | | Istanbul Provincial Directorate of Infrastructure and Urban Transformation |
| 8 | | Support Center for Family, Women and the Disabled |
| 9 | District Governorships and Affiliates | Arnavutköy District Governorship |
| 10 | | Avcılar District Governorship |
| 11 | | Başakşehir District Governorship |
| 12 | | Çatalca District Governorship |
| 13 | | Arnavutköy District Agriculture and Forestry Directorate |
| 14 | | Avcılar District Agriculture and Forestry Directorate |
| 15 | | Başakşehir District Agriculture and Forestry Directorate |
| 16 | | Çatalca District Agriculture and Forestry Directorate |
| 17 | | IŞKUR – Arnavutköy (State Labour Agency Branch in Arnavutköy District) |
| 18 | | IŞKUR – Başakşehir (State Labour Agency Branch in Başakşehir District) |
| 19 | Provincial Municipality and Affiliates | Istanbul Metropolitan Municipality (IMM) |
| 20 | | IMM Ulaşım A.Ş. |
| 21 | | Water and Sewage Directorate (ISKI) |
| 22 | | IMM Directorate of City Planning |
| 23 | | IMM Fire Department |
| 24 | District Municipalities | Avcılar District Municipality |
| 25 | | Çatalca District Municipality |
| 26 | | Başakşehir District Municipality |
| 27 | | Arnavutköy District Municipality |

### 2.3.10. Electronic Letters to NGOs

Electronic letters were submitted to 27 NGOs listed in the SEP via e-mail, accompanied with an ESIA Non-Technical Summary (NTS). The letter explained the Project ESIA process in short and invited the recipients to communicate their inquiries related to the Project. See Appendix B for a sample letter submitted to NGOs by Nakkaş Otoyol A.Ş and other details of correspondence with NGOs.

On 24 August 20123, Project wrote directly to 27 private (NGOs) and 27 public institutional stakeholders listed in the SEP document. The NGOs were reached via an e-mail letter

accompanied by the "Non-Technical Summary (NTS) of Draft ESIA Report" while the official letters to public institutions were accompanied by a flash disk containing the full ESIA document set. In both letters, the Project and ESIA process were briefly explained and the recipients were invited to comment on the Project and its potential impacts (See Appendix B for details of correspondence with institutional stakeholders).

**Table 2-5 List of Private Institutional Stakeholders (NGOs)**

| No. | Category | Name of the NGO (Turkish) | Name of the NGO (English) |
|---|---|---|---|
| 1 | Professional Organizations | Türkiye Mimar ve Mühendisler Odaları Birliği (TMMOB) | The Union of Chambers *of* Turkish Engineers and Architects, Istanbul Branch |
| 2 | | İstanbul Şehir Plancıları Odası | Chamber of Urban Planners, Istanbul Branch |
| 3 | | İstanbul Ziraat Mühendisleri Odası | Chamber of Agricultural Engineers, Istanbul Branch |
| 4 | | İstanbul İnşaat Mühendisleri Odası | Chamber of Civil Engineers, Istanbul Branch |
| 5 | | İstanbul Çevre Mühendisleri Odası | Chamber of Environmental Engineers, Istanbul Branch |
| 6 | Natural Resources | ÇEVKO (Çevre Koruma ve Ambalaj Atıkları Değerlendirme Vakfı) | Environmental Protection and Packaging Waste Recovery and Recycling Foundation |
| 7 | | ÇEKÜL (Çevre ve Kültür Değerlerini Koruma ve Tanıtma Vakfı) | Foundation for the Protection and Promotion of Environmental and Cultural Heritage |
| 8 | | Doğa Derneği | BirdLife Turkey |
| 9 | | WWF (Dünya Vahşi Yaşam Fonu) | World Wildlife Fund - WWF (In Turkey, under the name of Foundation for the Protection of Natural Life) |
| 10 | | Türkiye Küresel Çevre Derneği (GEO) | Global Environment Organisation, Turkey Branch |
| 11 | | TEMA (Türkiye Erozyonla Mücadele, Ağaçlandırma ve Doğal Varlıkları Koruma Vakfı) | Turkish Foundation for Combating Soil Erosion, Reforestation and the Protection of Natural Habitats |
| 12 | | Kuzey Ormanları Savunması (KOS) | Northern Forests Defense Platform |
| 13 | | DAYKO (Doğal Yaşamı Koruma Vakfı) | Foundation for the Protection of Natural Life |
| 14 | | Nezahat Gökyiğit Botanik Bahçesi | Nezahat Gökyiğit Botanical Garden |
| 15 | | İstanbul Kent Konseyi | Istanbul City Council |
| 16 | | İstanbul Ticaret Odası | Istanbul Chamber of Commerc |
| 17 | | İstanbul Sanayi Odası | Istanbul Chamber of Industry |
| 18 | | İstanbul Kentsel Dönüşüm Derneği | Istanbul Urban Transformation Association |
| 19 | | İstanbul Büyükşehir Belediyesi ULAŞIM A.Ş. | ULAŞIM A.Ş. (IBB's public transformation unit |
| 20 | | İstanbul Toplu Ulaşım Otobüsçüler Derneği (İSTOD) | Public Transportation Bus Operators Association of Istanbul |
| 21 | | Raylı Ulaştırma Sistemleri ve Sanayicileri Derneği (RAYDER) | Rail Transport Systems and Industrialists Association |
| 22 | | Akıllı Ulaşım Sistemleri Derneği (AUSDER) | Intelligent Transportation Systems Association of Türkiye |

| | | | |
|---|---|---|---|
| 23 | Minorities and Displaced Populations | Sığınmacılar ve Göçmenlerle Dayanışma Derneği | Association for Solidarity with Asylum Seekers and Migrants (ASAM) |
| 24 | Women's Rights | Türkiye Kadın Girişimciler Derneği (KAGİDER) | Women Entrepreneurs Association of Turkey |
| 25 | | Kadınlarla Dayanışma Vakfı (KADAV) | Women's Solidarity Foundation |
| 26 | Disability Rights | İSEM (İstanbul **Büyükşehir** Belediyesi Engelliler Şube Müdürlüğü) | IBB Branch Directorate for the Disabled |
| 27 | | FEV (Fiziksel Engelliler Vakfı) | Foundation for the Phyically Disabled |

### 2.3.11. Newspaper Advertisements

The public advertisements were published in the daily national newspapers with the highest readership in Turkey as well as along the Project route. The ads were published on 25th August 2023 in Hürriyet and Sabah dailies. The advertisements notified the public about the commencement of the consultation period, dates and venues for public exhibitions, project website address and the channels of communication to provide feedback on the Project. There are no local media outlets in the Project area.

**Table 2-6 News Outlets of Public Notices**

| Newspapers Name | Coverage (Circulation, 2022) | Date of Ad Placement |
|---|---|---|
| Hürriyet | National (185,000) | 25 August 2023 |
| Sabah | National (180,000) | 25 August 2023 |

### 2.3.12. Stakeholder Engagement (as per SEP)

In accordance with SEP, throughout PCD period relevant stakeholders were engaged in order to share information on the Project and ESIA package. Stakeholders such as affected and partially affected businesses, local state offices and local communities were visited and printed Project materials were distributed. All inquiries were recorded and responded in compliance with SEP.

## 2.4. Planning of ESIA Disclosure Period

Preparations for the disclosure period were initiated seven weeks (between 3 July and 23 August, 2023) prior to the first disclosure day with needs assessment and site visits.

All muhtar offices in 15 neighbourhoods and 4 district municipalities in the Project area of influence were visited by the Project social team to make preliminary assessments regarding (1) the availability and permits for suitable venues to host the Public Consultation and Disclosure meetings and (2) the placement and visibility of posters, ESIA documents and

submission boxes. Table 2-7 demonstrates the neighbourhoods and districts visited for consultation and planning for PCD activities:

**Table 2-7 List of Neighborhoods along the Project Route**

| District | Neighbourhood | Urban/Rural Classification |
|---|---|---|
| Arnavutköy | Deliklikaya | Rural turning to Industrial |
| | Hadımköy | Industrial / Urban / Rural |
| | Hastane | Industrial / Urban / Rural |
| | Ömerli | Industrial |
| | Sazlıbosna | Rural |
| | Yeşilbayır | Rural |
| Avcılar | Tahtakale | Urban |
| Başakşehir | Bahçeşehir 1st Section | Urban / Residential |
| | Başak | Urban / Residential |
| | Başakşehir | Urban / Residential |
| | Güvercintepe | Urban |
| | Kayabaşı | Urban/Residential |
| | Şahintepe | Urban peripheral / Rural |
| | Şamlar | Rural |
| Çatalca | Nakkaş | Rural |

All public disclosure venues and time schedule are determined in accordance with feedback from muhtars and municipality officers. The existing dialogue with muhtars, municipal officials and other local stakeholders such as managers of residential buildings signicifantly enhanced the preparations and organization for the PCD period.

As the addresses of PCD venues would be printed in all communication documents, securing the availability of all locations early on was paramount due to management of lead times for print jobs. Accordingly, all event venues and time schedule are concurred with muhtars and municipality authorities. The schedule of the public information meetings in rural neighbourhoods was arranged in consideration with the daily routines of animal husbandry and agricultural works of local farmers.

As a result of these visits and findings, three public information days were planned aimed at stakeholders at the urban and industrial settlements, and five neighborhood meetings were planned for rural settlements.

## 2.5 Timeline of Public Consultation and Disclosure Period

Table-2 below summarizes disclosure, engagement and consultation activities, including the preparation efforts throughout the formal 68-day public disclosure period.

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

**Table 2-8 Timeline of Public Consultation and Disclosure Period**

| Planning and Preparation Phase | July – August 2023 |
|---|---|
| • Needs-assessment visits<br>o Arranging meeting venues | |

o Arranging Public Information Offices

o Locating ESIA Review Corners for display of disclosure documents and submission boxes

o Cooperation with municipalities

- ESIA Documents

  o Assessing print quantities

  o Content and visual design (ESIA Brochure, GLAC, Posters, Ads, Infoboards)

  o Print jobs

- Public Information Offices

  o Procurement of offices (4 containers fabricated and 1 store leased)

  o Furnishing of the offices

  o Hiring and training of the personnel

  o Placement of ESIA sets, consultation materials and submission boxes

- ESIA Review Corners

  o Information provided to officials about the functioning of the corners

  o ESIA document sets and submission boxes placed

- Website adapted to disclosure period (landing page disclosure messages, ESIA documents section, online comment submission page)

- Project hotline outsourced

- Arabic translation of ESIA Brochure, SEP (Grievance Mechanism Section), Worker Entitlement Sections of GLAC, Comment Forms

| Public Consultation Phase officially begins: | 24 August 2023 |
|---|---|

- Website containing ESIA documents (and SEP and GLAC) is launched
- Project telephone hotline became operational
- ESIA document set and consultation materials made available ESIA Review Corners
- *Outreach:*
  - Invitation e-mails with Non-Technical Summary of ESIA attached sent to private institutional stakeholders (NGOs)
  - Invitation letter and complete ESIA Report document set sent to public institutional stakeholders
- Public notices placed in national newspapers — 25 August
- Public Information Offices are opened to public visit

| Periodic collection of comments from submission boxes | 29 August onward |
|---|---|

| | |
|---|---|
| Provision of specific written responses to individual stakeholders | 12 September onward |
| Public Consultation Activities – ESIA Information Days | |
| • Hadımköy ESIA Information Day | 14 September |
| • Kayaşehir ESIA Information Day | 15 September |
| • Bahçeşehir ESIA Information Day | 16 September |
| Public Consultation Activities – Neighborhood Meetings | |
| • Deliklikaya Neighborhood Meeting | 18 September |
| • Yeşilbayır Neighborhood Meeting | 19 September |
| • Sazlıbosna Neighborhood Meeting | 20 September |
| • Nakkaş Neighborhood Meeting | 21 September |
| • Şamlar Neighborhood Meeting | 22 September |
| Public Consultation Activities for Women | |
| • Başak Meeting | 18 September |
| • Hadımköy Meeting | 19 September |
| • Kayabaşı Section-8 Meeting | 13 October |
| • Şahintepe Meeting | 20 October |
| • Kayabaşı Section-4 Meeting | 20 October |
| • ESIA gatherings and door-to-door ESIA brochure distribution | 24 October |
| o Nakkaş | |
| o Yeşilbayır | |
| • Sazlıbosna Meeting | 25 October |
| Stakeholder engagement continues as per SEP | 30 October onward |

## 2.6 ESIA Information Days

The ESIA Information Days were held at several locations all over the Project route. The purpose, location and dates of the events were announced on the website, in newspaper advertisements, in the brochures and posters, to their local residents by Muhtars in respective settlements.

The Project contacted the managers of 25 residential complexes in the vicinity of the Project route and provided them with SMS messages containing the details of the events whereby they mass-distributed these messages to all the residents.

### 2.6.1 Selection criteria of exhibition venues and dates

- Primary concern was to focus on the most populous points on the Project route in order to attain maximum attendance.
- Day-long events between 10 am and 8 pm In urban neighborhoods were designed as ESIA Information Days (open days), aimed to gather the stakeholders from contiguous settlements.
- As the westerly end of the Project at Hadımköy is a busy industrial zone, the optimum date was deemed a week-day to enable visits by businesses. Hence a Thursday.
- Başakşehir and Bahçeşehir neighborhoods (both within the Başakşehir district) which are the East and South ends of the Project are the most densely populated zones with urban/residential character.
- Başakşehir's market day is a Friday, held in an indoor facility. We have selected the cultural center directly across the marketplace building around which shoppers circulate throughout the day.
- Mainly white-collar Bahçeşehir residents crowd the streets on weekends. Thus, a Saturday was picked at that neighborhood.
- All the venues were on public transportation routes and provided accessibility.

**Table 2-9 ESIA Information Days**

| District | Location | Date |
|---|---|---|
| Arnavutköy | Cafe Keyf Tea Garden, **Hadımköy** | 14 September 2023, Thursday |
| Başakşehir | Necdet Yıldırım Culture and Life Center, **Kayaşehir** | 15 September 2023, Friday |
| Başakşehir | Muhsin Ertuğrul Culture and Arts Center, **Bahçeşehir** | 16 September 2023, Saturday |

### 2.6.2 Flow of the ESIA Information Days

The visitors were registered on a voluntary basis. Should a visitor wish to provide, the full range of personal information including name, place of origin, age and correspondence address was collected. Those persons who did not wish to divulge any information were reminded that Project nevertheless would like to know the general whereabouts of their location (i.e. neighborhood or district) in order to assess the geographic distribution of participation. If an individual still wished not to disclose any information, no further questions were asked.

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

The Project team and ESIA consultants were ready to respond to the questions of and provide information to the visitors.

Within the exhibition halls, viewing sequence of the info boards were arranged such that general information and metrics of the Project were presented in the first few boards. This was followed by boards that emphasize the rationale of an ESIA process and Project's

potential impacts on the environment and the inhabitants. The flow continued with info boards that explained the consultation process, the importance of the stakeholder input, and available channels of communication. Multiple sets of ESIA disclosure documents were available for review at the venues. Also, presentations about Project & ESIA findings were displayed on television screens. The tour ended at a desk area where Comments Forms may be filled.

The mains topics raised by the visitors of the ESIA Information Days are listed in Table 2-10.

**Table 2-10 Main topics raised during the ESIA Information Days**

| Event | Main Topic |
|---|---|
| Hadımköy and Bahçeşehir | Comments about facilitation of transportation and relief of traffic load |
| Kayaşehir and Bahçeşehir | Selection criteria of the Project route and specific questions about Project design |
| Hadımköy and Kayaşehir | Concerns about noise during operation phase |

## 2.7 Vulnerable Groups

As it is particularly important to be aware of how the Project may disproportionately impact the disadvantaged or vulnerable groups in the community, various special outreach methods to accommodate vulnerable groups into the consultation process were developed. Firstly, through capacity building efforts, the members of such groups were furnished with information about the particular impacts of the Project upon them and their recourses to the grievance mechanism. Then, they were included into the dialogue with accessible tools and via open venues to express their concerns.

Translation support. As identified in ESIA, the Project route hosts a significant number of Arabic-speaking migrants. Thus, Arabic- and English-speaking personnel were available at the information days to assist such persons during their visits. Accordingly, the ESIA brochure, workers entitlements section of the GLAC, grievance mechanism section of the SEP and comment forms were available in Arabic to involve this particular group into the process.

Daycare. A children's play corner staffed by sitters was available in each exhibition to allow visitors with children to be freely involved in public consultation without distraction.

Accessibility. Disability-friendliness was a criterion in the selection of venues. Individuals with a condition that markedly restricted their ability to function physically were able to participate in public consultation meaningfully. A mobile unisex lavatory was allocated outside the venues for members of certain vulnerable groups.

Transportation support. Accessible vehicles were ready to transport individuals who could not attend the events due to health problems. As stated in newspaper ads, ESIA brochures and posters that such persons were encouraged to call the Project Hotline four days prior to the event to arrange their transfer.

Meeting room. The set-up in ESIA Information Days included a partitioned area where vulnerable and/or marginalized members of the community could feel at ease while examining the ESIA documents and expressing their opinions without inhibition. Another

function of this separate area was to host meetings with representatives of NGOs and other stakeholder groups that chose to discuss ESIA findings around a meeting table without outside interference.

## 2.8 Neighborhood Meetings

### 2.8.1 Preparation of the Neighborhood Meetings

The meetings were held in rural communities, where the residents are mainly households involved in agriculture. As they might have had difficulty to travel to exhibitions at town centers, individual meetings were planned in each of these communities. All the neighborhood meetings were held at accessible village coffee houses.

The agricultural practices in the rural communities were scoped during site visits in the preparation phase. The disclosure period has corresponded to sunflower and canola harvest to be followed immediately by wheat seeding activities. As the farmers living in rural neighborhoods were busy in the fields all day, as concurred with Muhtars, the best time of the day would be the evening hours in weekdays. At Şamlar, with the suggestion of Muhtar, the neighborhood meeting was held at earlier in the day after the Friday prayer when substantial participation could be achieved.

It was expected that the topics to be raised in these meetings would be related to expropriation and land use. Therefore, neighborhood-specific maps were prepared so that the attendees could pinpoint their own parcels as they discussed their queries.

**Table 2-11 Schedule of Neighborhood Meetings**

| District | Neighborhood | Date | Hour |
|---|---|---|---|
| Arnavutköy | Deliklikaya | 18 September 2023 | 18.00-20.00 |
| Arnavutköy | Yeşilbayır | 19 September 2023 | 18.00-20.00 |
| Arnavutköy | Sazlıbosna | 20 September 2023 | 18.00-20.00 |
| Çatalca | Nakkaş | 21 September 2023 | 18.00-20.00 |
| Başakşehir | Şamlar | 22 September 2023 | 14.30-16.30 |

### 2.8.2 Flow of the Neighborhood Meetings

The village coffee houses were rented for the duration of two-hour meetings.

In a theater seating arrangement, the Project team faced the participants who sat at a head table, with a presentation screen on the side. ESIA document set review corners and information boards that displayed the project's details such as communication channels and map of the Project route were arranged in suitable corners of the coffee houses.

- Registration was on a voluntary basis.
- SPV Deputy General Manager assumed the facilitator role to open the meeting and introduce the members of the Project team (SPV Social Manager, SPV RAP Implementation Consultant, EPC Technical Design Manager, EPC Expropriation Chief as well as other Project officials and independent consultants) and presented the Project and ESIA process.

- The context and the need for the Project, the salient metrics, the impacts and corresponding mitigation measures, expropriation procedures and RAP benefits were explained.
- A Questions & Answers session ensued. (The transcript of the sessions is provided in Appendix C.)
- The meetings ended with an announcement that participants may fill and submit Comment Forms in the Comment Boxes available at the venues.
- KGM officials were also ready to answer the parcel-specific questions about the land acquisition of individual stakeholders.

## 2.9 Meetings and Field Activities Exclusive To Women

The Project sought every opportunity to engage local women in the consultation process in uninhibited settings where they could voice their concerns and provide input without hindrance. Posters were designed specific to women's meetings and distributed to muhtar offices as well as 25 residential buildings along the Project route.

The first meeting exclusive to women was planned in cooperation with BAKMER, the municipal center for women at the eastern end of the Project in order to cover Başakşehir district. 12 women participated in the meeting. The second meeting was held at Hadımköy with a view to reach the residents of Arnavutköy district. There was no participation to this meeting.

On the second half of the disclosure period, additional initiatives were planned in order to increase the number of women participating to the consultation process. Toward achieving higher engagement, the Project arranged at spesific neighborhoods both meetings (and house-gatherings) and door-to-door visits.

Meetings for women were organized at Kayabaşı Section 8, Şahintepe, Kayabaşı Section 4, Sazlıbosna neighborhoods followed up by ESIA brochure distribution to and door-to-door interviews with local women by Project's female experts at Nakkaş and Yeşilbayır.

As a result, meaningful consultation was attained with a total of 87 women along the Project route.

**Table 2-12 Schedule of activities exclusive to women**

| Settlement | Neighborhood / Venue | Date | Participants / number of women reached |
|---|---|---|---|
| Başakşehir | Selim Kiraz Culture and Life Center, Başak | 18 September 2023 | 12 |
| Arnavutköy | Café Keyf, Hadımköy | 19 September 2023 | - |
| Başakşehir | Section 8, Kayabaşı | 13 October 2023 | 4 |
| Başakşehir | Şahintepe | 20 October 2023 | 11 |
| Başakşehir | Section 4, Kayabaşı | 20 October 2023 | 4 |
| Arnavutköy | Nakkaş | 24 October 2023 | 20 |

| | | | |
|---|---|---|---|
| Arnavutköy | Yeşilbayır | 24 October 2023 | 14 |
| Arnavutköy | Sazlıbosna | 25 October 2023 | 22 |

**Table 2-13 Main topics raised during women's meetings and activities**

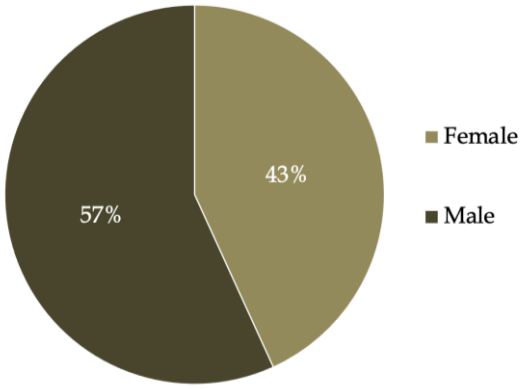
| Venue / Location | Main Topic |
|---|---|
| Selim Kiraz Culture and Life Center | Toll fee |
| Section 4, Kayabaşı | Blasting during construction works |
| Hadımköy, Kayaşehir | Noise during construction |
| Section 4 & Section 8, Kayabaşı | Rainwater flooding during construction |
| Section 4, Kayabaşı | Air quality |
| Nakkaş, Yeşilbayır, Şahintepe | Problems caused by excavation trucks |
| Şahintepe | Problems with transfer of livestock to grazing areas. |

## 2.10 Summary of Participation to the Public Disclosure Activities

A total of 213 individuals were registered in all the public disclosure events and activities. This sum includes only the visitors who agreed to register their names at the entrance. In addition, another estimated 50 people visited the events without contacting the registry desk.

A highly uneven ratio of %96 male and %4 female attendees emerges when the women-specific activities are excluded. However, as a result of concentrating on the women-specific activities on the second half of the disclosure period, the imbalance in gender distribution has improved (Figure 2-2). Information meetings and other engagement activities for women will be continued throughout the Project lifespan both by SPV and EPC.

**Figure 2-2 Gender Distribution of Attendees at ESIA Public Disclosure Events**



# 3. OVERVIEW OF STAKEHOLDER CONSULTATION

## 3.1 Introduction

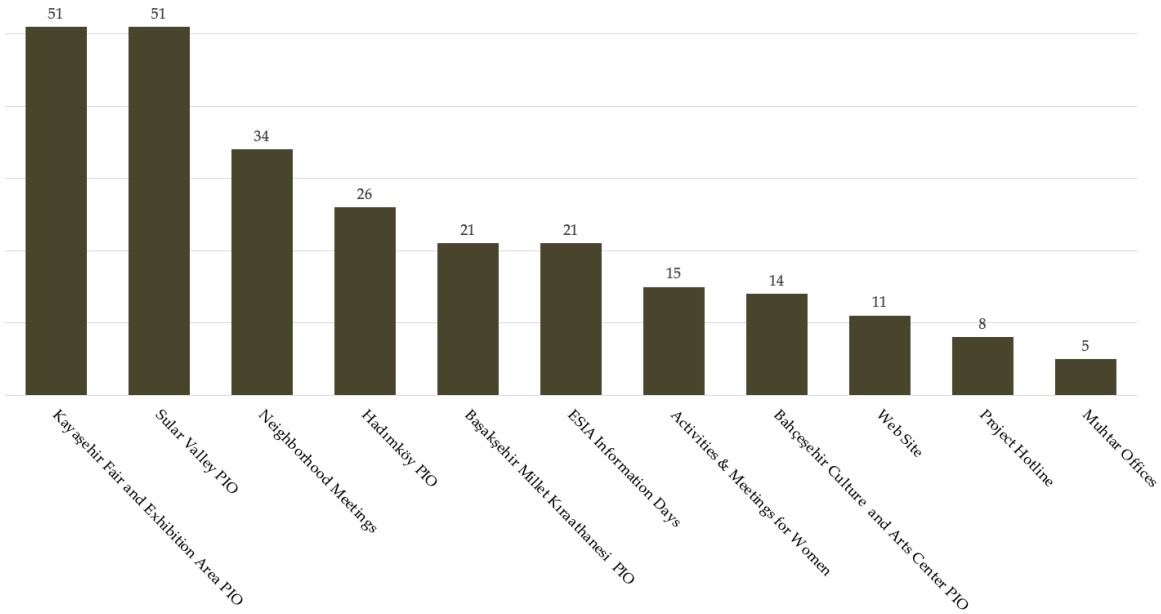
This section presents an overview of the submissions received during the disclosure period. The main topics and issues raised are identified and detailed.

An itemization of issues raised by individuals are provided in Section 3.4 Main Topics of Interest, and the exhaustive list of submissions by individuals is presented in Appendix A. Comments from institutional stakeholders are listed in Appendix B.

## 3.2 Channel Distribution of Submitted Comments

Throughout the consultation period, a total of 265 stakeholders submitted comments, distributed between 257 from individual and 8 from institutional stakeholders. Comments from individuals were received via the submission boxes placed at Public Information Offices, comment forms filled out during the activities, and via Project website, Project Hotline and at ESIA Corners at Muhtar offices. The breakdown of the comment submission channels is presented in Figure 3-1.

**Figure 3-1 Breakdown of Comment Submission Channels**

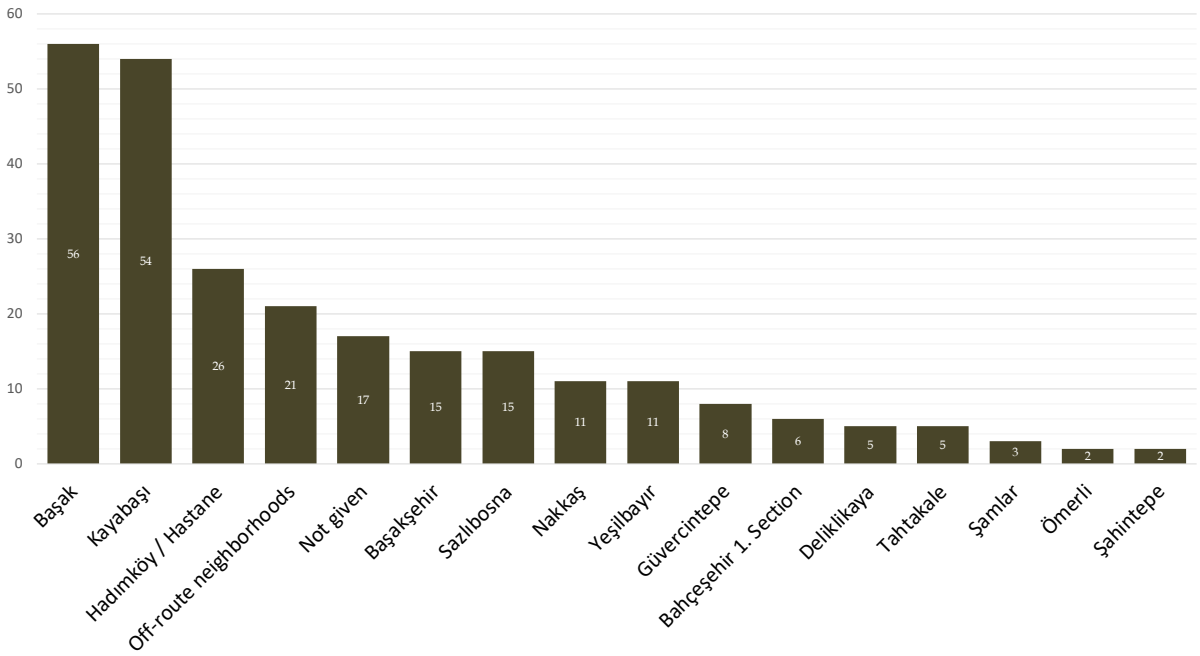



The majority of the submissions were received from five Public Information Offices (163 of 257 comment forms). A total of 70 comment forms were received during the Public Disclosure activities.

## 3.3 Distribution of the Comment Forms across Neighborhoods

Regarding the geographic distribution, the majority of comments are from Başak and Kayabaşı neighborhoods, the two settlements that are affected by the planned viaduct traversing the Sular Valley area.

**Figure 3-2 Places of Origin of the Stakeholders**




## 3.4 Main Topics of Interest

An analysis of 257 comments identified 31 broad topics. These are presented in Table 3-1 Comment Submission Topics.

The total number of topics is 325 whereas there are 257 comment forms. This is because numerous submissions have commented on more than one topic.

Of the 257 submissions, 97 expressed support for the Project. It should be noted that some stakeholders expressing support for the Project also raised concerns or questions in their comments.

Among the most frequently issues "Noise" appears in 42 and "Project Route" in 41 comment forms. The third frequent topic is "Landscaping and Visual Impacts" with 20 comments followed by 17 comments about "Expropriation" issues including valuation inquiries and 16 comments about the "Toll Fee."

**Table 3-1 Comment Submission Topics**

| Topic of the submission | Quantity | Percentage |
|---|---|---|
| Support to Project (lauding, praising, thanking, etc.) | 97 | 29,85% |
| Noise | 42 | 12,92% |
| Project Route | 41 | 12,62% |
| Landscaping and Visual Impacts | 20 | 6,15% |
| Expropriation | 17 | 5,23% |
| Toll Fee | 16 | 4,92% |
| Physical Environment | 12 | 3,69% |
| Timing of the Project | 11 | 3,38% |
| Air Quality | 9 | 2,77% |
| Social Investment | 8 | 2,46% |
| Disclosure Process | 7 | 2,15% |
| Waste Management | 6 | 1,85% |
| Economic Loss | 6 | 1,85% |
| Motorway Design | 4 | 1,23% |
| Traffic | 4 | 1,23% |
| Biological Environment | 3 | 0,92% |
| Overhead Transmission Lines | 3 | 0,92% |
| The Need for the Project | 3 | 0,92% |
| Road Safety | 3 | 0,92% |
| Earthquake | 2 | 0,62% |
| Geology and Soil | 2 | 0,62% |
| Blasting Management | 2 | 0,62% |
| Infrastructure Services | 1 | 0,31% |
| Lighting | 1 | 0,31% |
| Safety of Construction Facilities | 1 | 0,31% |
| Employment Opportunities | 1 | 0,31% |
| Operation and Maintenance | 1 | 0,31% |
| Cumulative Effects | 1 | 0,31% |
| Other Modes of Transportation | 1 | 0,31% |
| **TOTAL** | **325** | 100% |

When the comments expressing positive and supportive views about the Project, which comprised approximately 30% of all topics are excluded, the five main topics of interest are ranked as below. Each of these is elaborated in the next section.

**Table 3-2 Salient Comment Topics (excluding supportive comments)**

| Topic | Percent |
|---|---|
| Noise | 18,42% |
| Project Route | 17,98% |
| Landscaping and Visual Impacts | 8,77% |
| Expropriation | 7,46% |
| Toll Fee | 7,02% |

### 3.5 Project's Response to Stakeholders' Comments

The Project E&S group responded to the majority of stakeholders that provided valid contact information (131) with reply letters. Anonymous submissions and comment forms without or had erroneous contact information stood at 78. A small number of stakeholders, who were mostly asking about expropriation-related questions specific to their properties received telephone responses from the EPC Community Liaison Officer (12) or the Project Hotline operators (36). A total of 8 institutional stakeholders participated in the consultation process. This brings the total number in the Stakeholder Register to 265.

Also, 6 official complaints stemming from the Project's activities on the field were submitted during the disclosure period. All of them have been investigated and resolved as per the Grievance Mechanism.

While responding to stakeholder's submissions, comments that praised, congratulated or expressed support for the Project and the rest who asked questions, provided an opinion, criticized certain aspects or submitted a grievance were distinguished. The Project focused on satisfying inquiries and critical opinions to attain meaningful consultation.

- A standard letter saying "*Your valuable opinion has been conveyed to the authorities and is taken into consideration*" was dispatched to the stakeholders that submitted positive comments.

- Regarding all other comments, questions and concerns therein were addressed with clear references to the relevant chapters of ESIA Report and annexes where possible. In response to comments inquiring specific points, tailored reply letters were prepared after internal consultation with Project officials and consultants.

- In reply letters to critical comments, the stakeholders were reminded of their right to resort to Grievance Mechanism with the statement below:

  *"Consultation with Project Affected Persons (PAPs) will continue in line with the Stakeholder Participation Plan (SEP). All complaints from PAPs regarding potential impacts will be monitored and evaluated and mitigation measures will be managed through the Project's Grievance Mechanism*."

- **The Stakeholder Register** log has sequentially assigned a reference number in the order it was received to each submitted Comment Form and not the individual persons or institutions that submitted the forms.

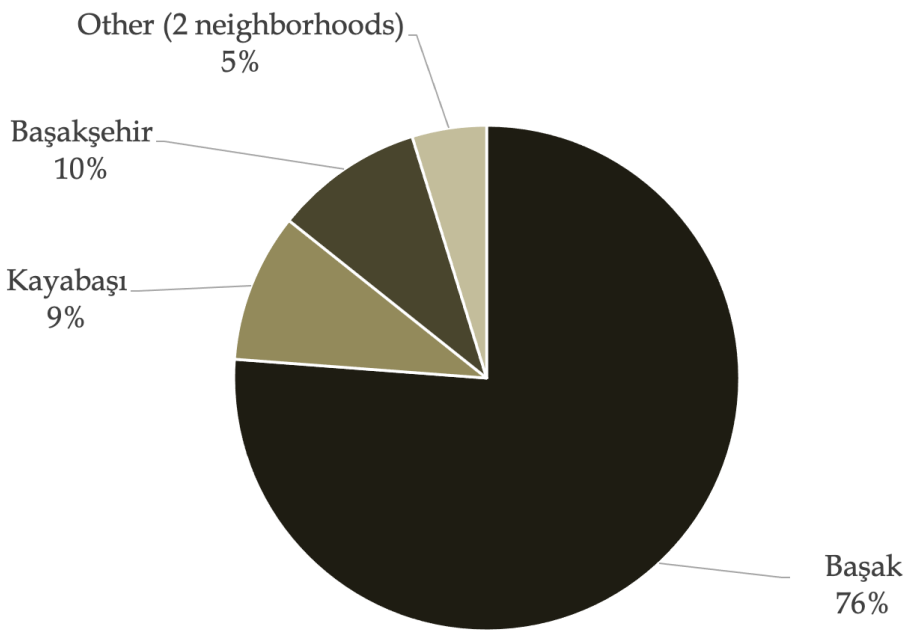
- **Confidentiality**: The Public Consultation and Disclosure Report reveals only the comments of individuals, the date of submission and the place of origin in the submitted forms.

  The names and addresses and all other information that may lead to identifying individual stakeholdes are withheld while the names and titles of legal entities are made public. The Project has refrained from disclosing the names of contact persons that represent their legal entities to the extent that such persons are not eminently associated with these entities. Also, the faces and prominent features of stakeholders are blurred in photographs taken during consultation activities.

### 3.5.1 Noise

Comments about noise have been submitted predominantly in the Başak neighborhood which is negatively impacted due to proximity to the viaduct traversing Sular Valley. Stakeholders from the contiguous Kayabaşı and Başakşehir neighbourhoods have also expressed concerns about road noise. 23 out of 42 stakeholders with noise concerns have explicitly requested installation of noise barriers.

**Figure 3-3 Distribution of Noise-Related Comments across Neighborhoods**




**Noise (42 Comment Forms)**

The Project has responded to these comments with reference to "6.1.7 Noise and Vibration" section of the ESIA Report, presenting the prominent mitigation measures:

> The mitigation measures that the Project will implement in the construction and operation phases concerning the issue of Noise are compiled below in general terms:
>
> Construction Phase:
>
> - A Noise and Vibration Plan has been developed and will be implemented.
> - Frequent noise monitoring will be conducted close to the sensitive receptors (house, school, mosque, etc.) to ensure that noise levels are not exceeded.
> - Noise levels stemming from construction works will be kept at limits permitted by the standards.
> - Where practicable noisy equipment will be sited as far away as possible from receptors.
>
> Operation Phase:
>
> Depending on the noise modeling, some parts of the motorway (including Sular Valley), it is determined that noise stemming from vehicle traffic may be above the

acceptable level in the operation phase. Steps to be taken in this context are outlined below:

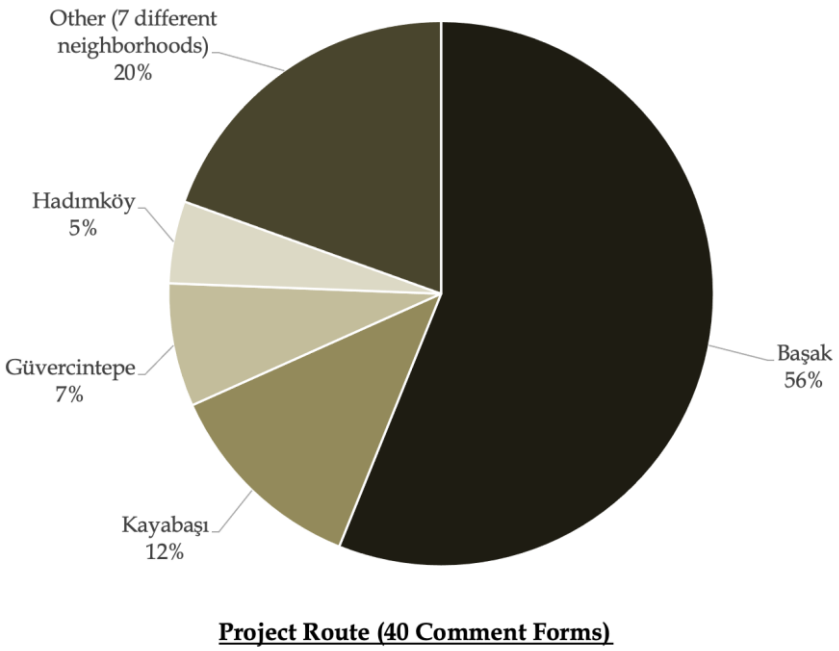
- In the design of the motorway, Stone Mastic Asphalt, which has tire and road noise absorption qualities under traffic load is preferred.
- At the points (including Sular Valley) indicated in the Table 6-80 of the ESIA Report, noise barriers are recommended. Beginning immediately after the motorway's operational phase, such qualities as the type, height and length of noise barriers will be determined according to the results of the noise measurements before this mitigation measure is implemented having determined.
- The installation of noise barriers, noise measurements will continue and noise levels will be under monitoring.

### 3.5.2 Project Route

Comments about the route of the Project fall into two distinct clusters. One group has inquired how the motorway would be beneficial to them asking whether there would be an exit near their houses or how the motorway would facilitate their daily commutes. To these, the Project provided navigational information about the exits, junctions and connections to the other roads in the network.

The other group (19 stakeholders), on which the ESIA team has concentrated, has raised categorical objection to the motorway in general and to the viaduct in the Sular Valley area in particular.

**Figure 3-4 Distribution of Project Route-related Comments across Neighborhoods**



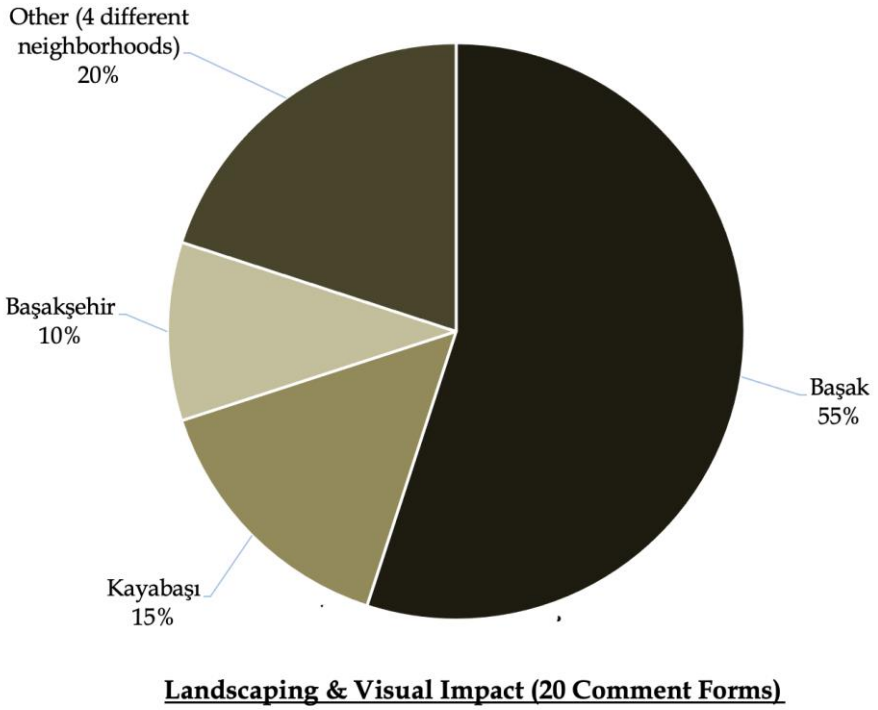
In addition to referring to the relevant ESIA section, the Project's response has included a statement explaining the range of factors that have played roles in the selection of the current route, putting the Project's development in chronological and technical perspectives. Excerpt:

> The project route issue is explained in general terms in the "1.4 Appraisal of Alternatives and Route Selection" section of the ESIA Report. We would like to bring to your attention the following information about the historical background of the Project, with particular attention to the Sular Valley region:
>
> As a result of the examination and evaluation of alternative routes for the Northern Marmara Motorway (KMO) Project, which was included in the National Investment Plan in 1992, together with the decision regarding the implementation of the Project prepared in 2009, the 1/25000 Scale Istanbul Province Northern Marmara Motorway Master Development Plan has been approved by the Istanbul Metropolitan Municipality on 8 August 2010.
>
> Following the tender held in 2012, KMO, the construction of which started in 2013 with the Build-Operate-Transfer Model, at a total length of 443 km, was completed and opened to traffic with the exception of the Nakkaş-Başakşehir section (Section-8).
>
> Başakşehir Junction on Section-3 Mahmutbey-Odayeri Connection Road is at the intersection of the KMO Nakkaş-Başakşehir section route along the east-west direction. The construction of the three-leaf clover type junction has been completed. The intersection arms of the junction along the Odayeri-Edirne direction and in the Edirne-Bakırköy direction are within the scope of the Nakkaş-Başakşehir Highway Project (Section-8).
>
> The viaduct, the construction of which will begin in the Sular Valley region, is located at the end of the Nakkaş-Başakşehir section and remains within the weaving distance of the Başakşehir intersection branches, which were designed in 2013 and completed and opened to traffic in August 2016.
>
> The passage of the mentioned Nakkaş - Başakşehir Highway Project through the Sular Valley area ensures the integrity of the Northern Marmara Highway.
>
> Regarded from a technical design perspective of the highway route, the project speed of the motorway plays an important role in determining the technical standards required to ensure that the traffic navigates on motorways at a certain level of safety and comfort. Due to driving safety to be taken into account in the project design, the requested route changes on the motorway are not possible in terms of national and international standards.

### 3.5.3 Visual Impact

Regarding the visual impact of the motorway, 20 stakeholders mainly from densely-populated neighborhoods with urban character have raised various concerns about the existence of a motorway within a residential setting. Once again, the residents of Başak neighborhood are the most vocal group concerning the visual impact of the Project due to the proximity of their houses to the motorway.

**Figure 3-5 Distribution of Visual Impact-related Comments across Neighborhoods**




The Project's response provided reference to the "6.1.8 Landscape and Visual Impacts" section of the ESIA Report and included a number of prominent mitigation measures about the topic. Excerpt:

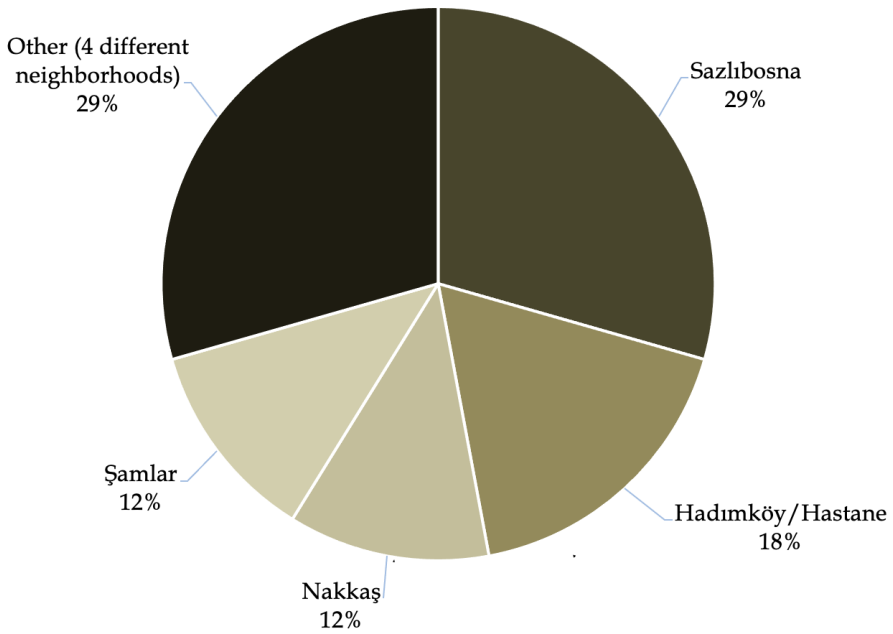
> Below, we present to your attention the main mitigation measures that will be implemented during the construction and operation periods regarding the Landscape and Visual Impact of the Project, including the Sular Valley region of Başak neighborhood.
>
> Construction phase:
>
> • Sensitive vegetation that must remain in place will be fenced or signposted before work begins on site, and as much vegetation as possible will be retained in place to maintain the integrity of the landscape and visual screen already in place.
> • Pre-construction surveys will be carried out before areas are cleared and animals are moved where possible.
> • A Landscape Management Plan has been developed together with a Biodiversity Action Plan to identify further actions and mitigation measures.
>
> Operation phase:
>
> • Planting mixtures will be selected using native species and planting activities will be carried out to create new habitats and improve existing native habitats.
> • Planting will be done on the site to regain or compensate for lost habitats.
> • Landscape design practice will aim to restore regional identity by enhancing landscape character wherever possible.

• Landscape design will consider opportunities to provide views from the Highway to the surrounding landscape. Providing breaks in the highway vegetation pattern will make it possible to provide views while reducing the negative visual impacts of nearby residential residents.

### 3.5.4 Expropriation

The majority of the questions about expropriation issues were raised in the village meetings. The main concerns were the valuation of different types of land, the timing of the expropriation with regard to seasonal agricultural work-cycle, orphaned lands, the scope of legal rights and legal venues for objection to pricing.

**Figure 3-6 Distribution of Expropriation-related Comments across Neighborhoods**




**Expropriation (17 Comment Forms)**

A number of parcel-specific questions were also asked. However, KGM refrains from publicly divulging any information to persons other than the lawful owners of land lest it leads to price speculation. Therefore, in response to such inquiries, the Project has advised visiting the KGM expropriation offices for disclosure of price in private.

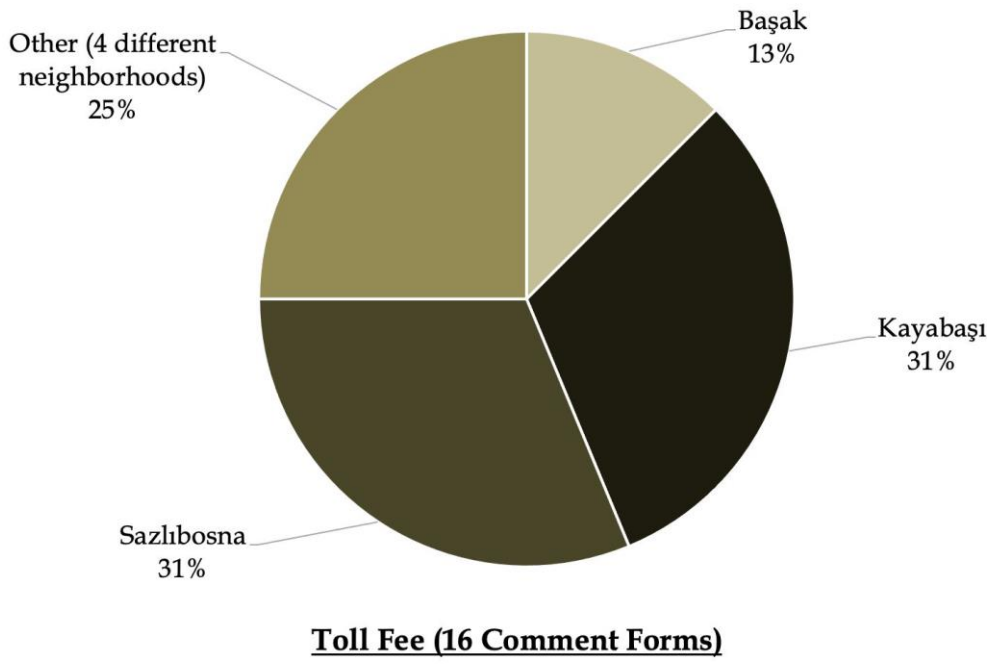
A number of expropriation-related Project replies is provided in the Appendix A – Individual Stakeholder Register.

### 3.5.5 Toll Fee

While the Draft ESIA Report does not comprise an individual section about the toll fee, 16 stakeholders nonetheless have inquired the toll pricing of the motorway and/or demanded that the motorway be free of charge or reasonably priced. To these, the Project provided a standard reply:

> "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways."

**Figure 3-7 Distribution of Toll Fee-related Comments across Neighborhoods**



# 4. CONCLUSION

During the 68-day Disclosure Period, the Project maintained extensive presence and held numerous field activities across the motorway's footprint. Approximately 700 people from different demographic background (age, occupation, gender, etc.) have engaged with the Project representatives throughout the ESIA disclosure process.

In this time frame, the stakeholders, both individual and institutional, had full access to disclosed documents and found various channels of communication to ask questions, share their sensitivities and express their opinions and concerns about the potential impacts of the Project. In return, the consultation process gave the Project invaluable insights about how the motorway would play a role upon the lives of its stakeholders during both the construction and operation phases.

An additional key benefit of the consultation process for the stakeholders has been that they understood how to get into contact with the Project to convey their comments, questions and complaints in the phases ahead.

The consultations revealed that the Project's most impactful issues are noise, Project route, visual amenity and expropriation. Queries about the motorway toll fee was another significantly hot issue on the list as a matter of economic self-interest.

All submissions have been carefully considered by the Project. In general, comments and questions have had corresponding references in the project description and impact assessment chapters of the Draft ESIA Report. (see Appendix A of this Report).

The need for any change to be proposed to the Project design based on the comments and suggestions by stakeholders was assessed thoroughly. The majority of the issues raised by Project stakeholders were already addressed in ESIA and related project documents.

It has been concluded that no specific changes for design, construction or operation of the Project were required, which was also supported with technical reports provided by EPC and its technical consultants. Hence no material change in ESIA and related documents and management plans is envisaged based on the assessment of the input the whole PCD period has yielded.

Although the formal public consultation period has ended, the Project team will maintain their awareness of the issues raised in the later phases and continue to accept further submissions from the individual and institutional stakeholders.

This Public Consultation and Disclosure Report is also subject to public disclosure through publication on the Project website and placement of hardcopies in the Muhtar offices of the neighborhoods affected by the Project.

Project stakeholders will be able to communicate feedback, inqiuries and grievances through the following channels:

| | |
|---|---|
| Project website | www.nakkasotoyolu.com |
| E-mail | info@nakkasotoyolu.com |

| | |
|---|---|
| Mailing address | North Marmara Motorway Construction Site<br>Muratdere Caddesi No. 134/2<br>Şahintepe Mahallesi Başakşehir, İstanbul |
| Toll-free Project Hotline | 0850 655 10 00 |
| Phone (CLO) - male | +90 538 682 6894 |
| Phone (CLO) - female | +90 531 674 5953 |
| Gender-based violence and harrassment (GBVH) related inquiries | 0850 655 10 00 (Toll-free line)<br>+90 531 674 5953 |
| WhatsApp line | +90 531 674 5953 |
| Grievance boxes and forms | Grievane and feedback boxes and forms to be placed and maintained by the Project in all affected settlements and at relevant work/mobilization sites. |

## Appendices

Appendix A – Individual Stakeholder Register

Appendix B - Institutional Stakeholder Register (Local State Authorities and NGOs)

Appendix C – Summary of the Q&A Sessions in Neighbourhood Meetings

Appendix D – ESIA Disclosure Materials

Appendix E – Images of of PCD Avtivities

## Appendix A – Individual Stakeholder Register

| Individual Stakeholder Register | | | | |
|---|---|---|---|---|
| **Ref No.** | **Date** | **Place of Origin** | **Stakeholder's Submission** | **Project's Reply** |
| 0001 | 25.08.2023 | Başak | It would have been better had this process been realized prior to the project phase. The bridge [viaduct] approaches our building about 40 metres, there will definitely be sound and noise problem. The value of our apartments has dropped. Our blocks are B40,B41,B42,B43,B44,B45 within the confines of the water valley bridge project area. Some of our park area is occupied and also our children enter this area because peripheral safety of the construction area is not ensured and this poses danger.<br><br>Complaint: There is no peripheral safety. (For example, fencing) | 6.1.7 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br><br>Grievance. Resolved. |
| 0002 | 25.08.2023 | Başak | I submit negative opinion because the road is passing in front of our apartment block. The impacts are noise, sound, air pollution (exhaust). Loss of value to the house is in question. I will reserve my right to litigate in the event that tha road is build. | 6.1.7 Noise and Vibration<br>6.1.2 Air Quality<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0003 | 25.08.2023 | Hastane | This is a good practice to obtain information about the project. | Standard reply letter is sent |
| 0004 | 25.08.2023 | Hastane | I was informed about facilitation of transportation in the region that I reside. It was a good experience. I thank the fellow on duty. | Standard reply letter is sent |
| 0005 | 25.08.2023 | Not Specified | How much is the toll? | Anonymous comment |
| 0006 | 25.08.2023 | Not Specified | What will happen to the unsuitable soil to be excavated? What will its impact be on our environment? | Anonymous comment |
| 0007 | 25.08.2023 | Kayabaşı | I think it will have significant benefit in reasonably dissipating toward the periphery the population that is condensed in the center of the city | Unreachable - No contact information |
| 0008 | 25.08.2023 | Ziya Gökalp | The road that have been built thus far have caused much damage to the environment. I hope your road will not be like that. | Anonymous comment |

| | | | | |
|---|---|---|---|---|
| 0009 | 25.08.2023 | Yeşilbayır | Our opinion is asked about such a matter for the first time. Thank you for your sensibility. | Unreachable - Project Hotline |
| 0010 | 26.08.2023 | Kayabaşı | Building underpasses overpasses will be very useful for Istanbul. It is a beneficial project, I support it. Also, it would be better if this container [office] was placed at the front facade of the Nation's Garden. | Unreachable - Project Hotline |
| 0011 | 26.08.2023 | Kayabaşı | I think it is a good project on behalf of Başakşehir. | Unreachable - Project Hotline |
| 0012 | 26.08.2023 | Kayabaşı | I was very glad for you put nature to the forefront in this project. Wishing that you raise good generations in the future, all the power to you. | Unreachable - Project Hotline |
| 0013 | 26.08.2023 | Halkalı | I find it quite successful. This region needed these motorways. | Unreachable - Project Hotline |
| 0014 | 26.08.2023 | Yavuz Selim | I find it very successful to think about the citizens and inform them about such matters and we thank you. | Unreachable - Project Hotline |
| 0015 | 28.08.2023 | Başak | To what end does the Connecting Viaduct that will pass through 4th Stage Water Valley neighborhood pass amongst the housing developments? While there is ample space in the military zone, why did you plan a viaduct that passes through the housing developments?<br><br>As residents of Başakşehir, we are definitely against this viaduct to be built here. We want that this project is abandoned for it will pass next to our houses, and will snap back at us badly as sound, noise, environmental pollution and price valuation of the apartments. | 1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br>6.1.7 Noise and Vibration<br>6.1.8 Landscape and Visual Impacts |
| 0016 | 28.08.2023 | Başak | Our houses have loss of value. There will be high noise, much car sound. As an owner, I am absolutely against it. I do not want the project to be built. | 6.1.7 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0017 | 28.08.2023 | Kayabaşı | Upon approach to Başakşehir from the Cebeci Tunnel of the Northern Beltway, an exit at the Kayaşehir Nation's Garden instead of Başakşehir 5th Stage region. Thereby, the local traffic of Başakşehir would be eased. | 1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0018 | 28.08.2023 | Kayabaşı | The periphery of the road should be covered with trees, flowers. There must be biological bridges (wild animals have to be taken into consideration). Construction has to ensue without having to cut trees and saplings, without damaging the environment. | 6.1.8 Biological Environment<br>6.1.8 Landscape and Visual Impacts |
| 0019 | 28.08.2023 | Kayabaşı | I liked the project. I wish that it is completed in the shortest time. | Unreachable - No contact information |

| | | | | |
|---|---|---|---|---|
| 0020 | 28.08.2023 | Kayabaşı | I request that less damage is inflicted upon nature. | Anonymous comment |
| 0021 | 28.08.2023 | Güvercintepe | We liked the project very much. We hope it achieves good results. | Unreachable - Contact information erroneous |
| 0022 | 28.08.2023 | Not Specified | I think that the Nakkaş-Başakşehir Motorway project will ensure comfortable transportation especially for those that come from the province of Tekirdag. If one end of the route extends to Arnavutköy and the other to Avcilar, that would make the project advantageous. | Anonymous comment |
| 0023 | 28.08.2023 | Not Specified | Very rational and nice work. It deserves to be supported. | Anonymous comment |
| 0024 | 29.08.2023 | Kayabaşı | I respectfully request that precautions to decrease the noise to minimum be taken. | 6.1.7 Noise and Vibration |
| 0025 | 29.08.2023 | Kayabaşı | Road is civilization. The only way to advance is to find new roads. Congratulations. Continue. | Anonymous comment |
| 0026 | 29.08.2023 | Not Specified | The project is a good one. It will relieve the locations through which it passes. | Unreachable - Project Hotline |
| 0027 | 30.08.2023 | Atakent | I have not seen informative activities during the construction of such projects. You really do a good work. All question that came to my mind have thus been answered thanks to this [consultation] process. | Unreachable - Project Hotline |
| 0028 | 30.08.2023 | Başak | I do not want that the road pass in front of the building in which I reside. It means road noise, disturbance to our peace in the future. | 6.1.7 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0029 | 23.08.2023 | Güvercintepe | It would be better if it is a toll-free road. We demand that the project is completed at once, that connecting roads to the side road are build from the Güvercintepe and Altinsehir neighborhoods and that connection is provided from the TEM motorway and that all heavy haul trucks, TIRs are diverted to the Northern Marmara Motorway. | 1.4 Appraisal of Alternatives and Route Selection(Information about the chronological background of the Project) |
| 0030 | 31.08.2023 | Anadolu | The project looks fine. I hope it is continued. | Standard reply letter is sent |
| 0031 | 31.08.2023 | Hastane | When is the end of the [contractual] commitment of the project? In what year will it be opened to the service of the citizens? | 3.4.1 Project Activities and Schedule |

| | | | | |
|---|---|---|---|---|
| 0032 | 31.08.2023 | Hadımköy | With respect to informing the public, I appreciate the office that you have opened. I would like to be informed regarding the environmental impacts of the planned motorway. How many trees have been cut for the project and where are they transported or has there been reforestation? | 6.1.8 Landscape and Visual Impacts |
| 0033 | 31.08.2023 | Başak | I do not want a motorway project built afterwards next to the housing development where I reside. Had we been aware of this situation, we would not buy property. As residents of the area, we will be negatively impacted during the construction phase and thereafter. We do not want the motorway that will cause visual and noise pollution. Let there be alternative projects, let there be roads built far away from the residential areas. Existing roads may be connected (widened). | 6.1.8 Landscape and Visual Impacts<br>6.1.2 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0034 | 31.08.2023 | Başak | I demand that Sound Barrier be definitely build around the viaduct that will pass through our neighborhood. It is an important issue concerning approximately 20 housing blocks at the relevant area in question. | 6.1.7 Noise and Vibration (sound barrier) |
| 0035 | 31.08.2023 | Başak | Regarding the viaduct near the 15th Section, we have complaints about much noise and vibration of the building, dust, dirt, etc. It passes very close to the houses. Therefore I do not give consent. The route may change. | 6.1.7 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0036 | 31.08.2023 | Kayabaşı | It is an important project. We want it to be completed at once. | Standard reply letter is sent |
| 0037 | 31.08.2023 | Tahtakale | I liked the project. The informative activity has been successful. | Unreachable - Project Hotline |
| 0038 | 1.09.2023 | Başak | I wonder why this road does not pass through the vacant area near the Başakşehir Stadium. As this viaduct is being constructed, manyfold amount of money has been spent. The road will pass next to my house as a viaduct. I do not think it is safe. | 3.3.15 Design Safety Audit<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0039 | 1.09.2023 | Başak | I think there will be much noise due to the fact that the motorway will pass through residential areas. The route must be changed or precautions be taken for sound insulation. | 6.1.7 Noise and Vibration (sound barrier)<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0040 | 1.09.2023 | Başak | I liked it very much. I desire that this road is build. Road is civilization. Thank you. It will be very good for our people. Distances will diminish, whoever wants to come may come. I want everything for our nation. I love my people very much. Together with my flag. With my respects. | Standard reply letter is sent |

| | | | | |
|---|---|---|---|---|
| 0041 | 1.09.2023 | Başak | We demand sound barrier for sound insulation at the viaduct. Preservation of the green under the viaduct. | 6.1.7 Noise and Vibration (sound barrier)<br>6.1.8 Landscape and Visual Impacts |
| 0042 | 1.09.2023 | Başak | We want the road construction built in the shortest time. | Standard reply letter is sent |
| 0043 | 1.09.2023 | Kayabaşı. | I hope the project is accomplished without touching the existing nature and by adding on top of it. We need gathering points in Istanbul where earthquakes are imminent. Therefore open spaces will be our source of life. I will be glad if you take [my words] into consideration. | 6.1.8 Landscape and Visual Impacts<br>10.5 Geology, Geohazards and Soil (NTS) |
| 0044 | 1.09.2023 | Güvercintepe | Detailed information regarding the map in the [ESIA] brochure. | 1.4 Appraisal of Alternatives and Route Selection<br><br>"Beyond the Project route map in the ESIA brochure, you may reach more detailed maps that are focused on different aspects of the Project by examining the Draft ESIA Report and related documents under the Environmental and Social Management tab at the Project website." |
| 0045 | 1.09.2023 | Kayabaşı | I would like to obtain information about the park built by [former Istanbul mayor] Kadir Topbas at the 1st District of Kayabasi Neighborhood. I want absolutely no harm to the park. | 6.1.8 Landscape and Visual Impacts |
| 0046 | 1.09.2023 | Hastane | Thank you for your contribution to Hadimkoy. | Standard reply letter is sent |
| 0047 | 1.09.2023 | Hastane | Thank you for making the investment. | Standard reply letter is sent |
| 0048 | 2.09.2023 | Hastane | Here is the proof of how a motorway is immaculately built. I wish your success continues. | Unreachable - Project Hotline |
| 0049 | 2.09.2023 | Hastane | I see you activities positively and wish your success continues in your projects. | Unreachable - Project Hotline |
| 0050 | 2.09.2023 | Hastane | First of all, thank you for the project. It will facilitate transportation by all means, somewhat help alleviate traffic problem. It is an appropriate project for the mankind. Thanks. | Unreachable - Project Hotline |
| 0051 | 2.09.2023 | Güvercintepe | I found the project quite positive since it will facilitate transportation for Kayasehir and Başakşehir neighborhoods. I hope it is completed in the shortest time. | Standard reply letter is sent |
| 0053 | 4.09.2023 | Not Specified | I demand that a [public transportation, metrobus, bus] line should be in service on this route. I demand an exit to Güvercintepe neighborhood from the motorway. I demand that the environs of the motorway is afforrested. I demand animal and pedestrian crossings be built at certain routes. | Unreachable - Contact information erroneous |

| | | | | |
|---|---|---|---|---|
| 0054 | 4.09.2023 | Güvercintepe | I demand an exit to Güvercintepe neighborhood from the motorway. I demand that the environs of the motorway is afforrested. I demand animal and pedestrian crossings be built at certain routes. | (NTS) 5. How was the Project route selected?<br>(NTS) 10.9 Landscaping and Visual Impacts<br>(NTS) 4.5 Underpasses and Overpasses<br>Report on Fauna Studies under Annex 11 Critical Habitat Assessment and Biodiversity Surveys |
| 0055 | 4.09.2023 | Hastane | We have properties along the motorway route. We would like an audience with the public authority. | Anonymous comment |
| 0056 | 4.09.2023 | Bahçeşehir 2nd Section | In order to reduce the traffic on the TEM highway. For the Bahçeşehir-Başakşehir connection. | Unreachable - Contact information erroneous |
| 0057 | 4.09.2023 | İkitelli | It will ease traffic very much.This road will relieve the Ikitelli industrial district. | Unreachable - Project Hotline |
| 0058 | 4.09.2023 | Kayabaşı | May your road building activities continue without relent. | Anonymous comment |
| 0059 | 4.09.2023 | Kayabaşı | Construction of motorways are positive with regard to transportation. However, I am against designing projects in green areas and noisily within residential neighborhoods. | 6.1.7 Noise and Vibration |
| 0060 | 5.09.2023 | Tahtakale | We deem this project very important as residents of Bahçeşehir, İspartakule. For the past two, three years we have been trying to devise alternative solutions to reach our homes due to traffic at the Mahmutbey toll plazas. We are trying to reach İspartakule and Bahçeşehir over Northern Marmara Motorway's Cebeci Tunnel, over Arnavutköy, over Samlar Village. While this motorway should ease the traffic at Mahmutbey by 30 to 40 percent, it is sad that completion date and progress information are not disclosed at any channel as residents of Bahçeşehir impatiently awaits its completion. We request that a channel is set up whereby we can be continuously informed about the progress of the process via this website. There is no flow of information regarding the progress and completion of the project. | 3.4.1 Project Activities and Schedule |
| 0061 | 5.09.2023 | Kayabaşı | Detailed visuals of the project are insufficient. | Unreachable - No contact information |
| 0062 | 5.09.2023 | Kayabaşı | Installation of sound insulation systems. Precautions about preventing vehicles from skidding in rainy and snowy weathers. Construction of overpasses and bridges along the motorway at sufficient heights with a view for future needs. Necessity of road control systems. | 6.1.7 Noise and Vibration (sound barrier)<br>Table 3-11 Design Changes to the Project to Avoid or Minimise E&S impacts<br>3.3.12 Traffic Management Systems |
| 0063 | 5.09.2023 | Not Specified | We wish continuation of belated investments to Hadimköy. | Anonymous comment |
| 0064 | 5.09.2023 | Başak | I think it will disrupt the integrity of the Water Valley. I request due attention is paid to environmental planning. | 6.1.7 Noise and Vibration |

| | | | | |
|---|---|---|---|---|
| 0065 | 5.09.2023 | Başak | I live across the Başakşehir State Hospital. I demand that a serious sound barrier is built by adding 500 meters from the start and finish points of the viaduct that will traverse the Water Valley. Or else we will have to move from this region. | 6.1.7 Noise and Vibration (sound barrier) |
| 0066 | 5.09.2023 | Başak | Sound insulation system to be installed on the road next to the building. | 6.1.7 Noise and Vibration (sound barrier) |
| 0067 | 5.09.2023 | Başak | 1. I consider noise and air pollution.2. The high voltage pylon at the Salacak Housing Complex has disturbed us and it is an occupation. | 6.1.7 Noise and Vibration<br>6.1.2 Air Quality<br>3.3.13 Overhead Transmission Lines |
| 0068 | 5.09.2023 | Başak | As a local resident, I disapprove the motorway project that will pass through Basak neighborhood. Especially for the residents of 4th and 5th Phase, a motorway that is at such proximity to these house would cause sound and visual pollution. My opinion is that it would be better if it is built behind the Fatih Terim Stadium, as the needs of the people dictate. | 6.1.7 Noise and Vibration<br>6.1.8 Landscape and Visual Impacts<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0069 | 5.09.2023 | Başak | It has been very good. I wish for the continuation of your success. Good luck on your endeavor, and may you prosper. | Unreachable - Project Hotline |
| 0070 | 6.09.2023 | Hastane | I own property in Hadimköy's Hastane neighborhood at __ block, __ parcel. I request being informed in the event that the alignment passes through my place. | Unreachable - No contact information |
| 0071 | 6.09.2023 | Altınşehir | Continue to serve. Build roads, hospitals. There is much need. Also build elementary schools. | Anonymous comment |
| 0072 | 6.09.2023 | Başakşehir | I had to submit a complaint as a resident of Başakşehir owing to the situation whereby visual pollution to its whereabouts continues along with the interruption of the construction works. Occupation of the vehicles and machinery in the car park areas of the housing developments is another issue. May it be completed at once and opened to the utility of the public. | Unreachable - Project Hotline |
| 0073 | 31.08.2023 | Hadımköy | We have a land plot at the location of the project. Hearing that it would be renounced for the road. Requesting information about the issue. | 2.2.3 Expropriation Process under Turkish Expropriation Law |
| 0074 | 05.09.2023 | Altınşehir | I live in the Altinsehir neighborhood. Whereabouts in Altinsehir will this motorway pass? Requesting detailed information. | 1.4 Appraisal of Alternatives and Route Selection |
| 0075 | 06.09.2023 | Not Specified | My client is a tenant in the Northern Marmara Motorway project. I have some questions regarding the project. I would like an audience with the authorities. | 1.4 Appraisal of Alternatives and Route Selection |

| | | | | |
|---|---|---|---|---|
| 0076 | 1.09.2023 | Ömerli | The construction of the motorway will be very positive with regards to traffic. Existing roads are currently insufficient. We await your assistance for social areas and facilities toward a more habitable Ömerli neighborhood. | 5.8 Community Development Plan under Resettlement Action Plan |
| 0077 | 1.09.2023 | Ömerli | I am born and raised from local residents in our Ömerli neighborhood and live in Ömerli. Our neighborhood is growing rapidly both industrially and residentially. The existing roads have become insufficient. The motorway has to be built at once. It will be very beneficial to our region. We will not be impacted negatively as the neighborhood. We request from you a lasting monument for our neighborhood (High School). | 5.8 Community Development Plan under Resettlement Action Plan |
| 0078 | 7.09.2023 | Başak | First of all, this road may not have passed through the housing blocks of Başakşehir 4th Phase. There could be a different route but it seems an obligation that it should pass there. The parcels in the periphery must be hedged with retaining walls, must be brought under protection. Sound barrier must definitely be installed. Landscaping under the bridge [viaduct] and car park for the neighborhood residents must be planned. Storm drainages must be widened. Sewage of the block ___ parcel ___ are very old. | 1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br>6.1.2 Noise and Vibration (sound barrier)<br>6.1.8 Landscape and Visual Impacts |
| 0079 | 7.09.2023 | Başak | I want sound barrier system installed in order that us, the residents are not impacted by sound, noise, exhaust smoke. Also, it would be good if the housing development sides are rounded with retaining walls so that the youth do not use the areas under the bridges [viaduct] for ill-purposes. If only it were possible that this road or the bridge would pass not through here but at some suitably wide area. | 6.1.7 Noise and Vibration (sound barrier)<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br>6.1.8 Landscape and Visual Impacts |
| 0080 | 7.09.2023 | Not Specified | It is pleasing that the public is being informer about the project's environmental and social impact assessment. I hope the project advances further and provides the fastest transportation to all the cities. | Anonymous comment |
| 0081 | 7.09.2023 | Başak | We reside at Başakşehir 5th Phase, 1st Section [address], one of the areas to be highly impacted by the planned viaduct. One of the most important reasons we chose Başakşehir to live was its quiet, tranquil ambience and its clean air. It is a pity these qualities are taken away from us one by one via the projects already completed and those yet to be built. A motorway will pass over the Water Valley in which we catch a breath, we will be aggrieved | 6.1.2 Air Quality<br>5.8 Community Development Plan under Resettlement Action Plan<br>1.4 Appraisal of Alternatives and Route Selection |

| | | | | |
|---|---|---|---|---|
| | | | but there is nobody to hear our voice. Also, this road which will be built will have no contribution to transportation from our housing development to the [city] center. Amongst all such negativity, the area between our buildings and neighboring housing development which is being used as car park has been seized. Because there are no basketball or volleyball courts in our community, when we petitioned to the municipality for utilizing this area for athletic purposes, we were declined with a response that a road would pass through the area. We demand that after the viaduct is constructed this area be arranged again as a car park and a partial area is reserved as a sports facility for our children and youth. We want at least this request of ours be taken into consideration and brought to fruition. Good day. We suggest the arrangement of the underside of the viaduct which will pass through the Başakşehir Water Valley taking the needs of the local residents into consideration. | |
| 0082 | 7.09.2023 | Başakşehir | Wishing Başakşehir's transportation issues be solved with such enterprises. | Unreachable - Project Hotline |
| 0083 | 7.09.2023 | Kayabaşı | I would like to learn if the route is close to my house. | 1.4 Appraisal of Alternatives and Route Selection |
| 0084 | 8.09.2023 | Güvercintepe | I hope the construction is completed without harming nature because it will relieve the traffic very much. | 6.1.8 Biological Environment |
| 0085 | 8.09.2023 | Kayabaşı | Will there be a problem in the canal [Kanal İstanbul] which is in the activity area? | 7. Cumulative Impact Assessment |
| 0086 | 8.09.2023 | Bahçeşehir 2nd Section | I hope it brings relief to the Bahçeşehir neighborhood. I will be glad if the lighting of the motorway is good. | 3.3.11 Lighting and Electrical Supply |
| 0087 | 8.09.2023 | Bahçeşehir 1st Section | I support it because it will facilitate transportation. | Standard reply letter is sent |
| 0088 | 9.09.2023 | Başak | When I read the information about the project this point caught my attention. I understand that a purpose of the project is to take out of the city the traffic brought about by heavy vehicles that use TEM, Fatih Sultan Mehmet Bridge and D-100 roads. I reside near the Water Valley in the Basak neighborhood. What is the difference between the residence of this area and someone who lives inside the city of Istanbul? We deserted the city for the sake of tranquility. We came here believing in the promise, as our president has said, that Kiptas [construction company] builds liveable spaces. But right now, owing to the viaduct this area would be inhabitable place. I must also mention that yes the motorway is a necessity. But you need to give minimum disturbance to the people that reside here. I live at a distance of 30 to 40 metres. What kind of precautions will you take concerning heavy vehicle noise and visual pollution? My opinion is that it would be better if this road passed at open terrain outside the residential areas. Respects. | 6.1.7 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br>6.1.8 Landscape and Visual Impacts |
| 0089 | 9.09.2023 | Başak | | |

| | | | | |
|---|---|---|---|---|
| | | | The Başakşehir-Nakkaş Motorway's viaduct project and road will pass adjacent to the Başakşehir houses and above the Water Valley. That valley, where thousands of people draw a breath is a lump of green for us. A project cannot have priority over the serenity of thousands of people in terms of both sound and exhaust smoke. We expect from you that this is stopped and the route is changed before it's too late. | 6.1.7 Noise and Vibration<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br>6.1.2 Air Quality |
| 0090 | 9.09.2023 | Başakşehir | We support this investment that shall enable us, the working force not to lose time while getting to our destinations with ease. We look forward to its progress and also the continuation of activities that will help the centralization of our Bahçeşehir. | Unreachable - No contact information |
| 0091 | 9.09.2023 | Kayabaşı | Wishing that it will be completed in the shortest time. Lapses in the construction activities are a loss of time. | Standard reply letter is sent |
| 0092 | 11.09.2023 | Başakşehir | We want the Nakkaş motorway. | Unreachable - Project Hotline |
| 0093 | 11.09.2023 | Başak | The viaduct passes over our houses. It is probable that it may cause damage in heavy rains tomorrow. My opinion is that an underpass instead of a viaduct, or relocating the route to a more suitable place would be better. | 1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project)<br>10.5 Geology, Geohazards and Soil (NTS) |
| 0094 | 11.09.2023 | Başak | In a new settlement area and a planned housing, the administrators cannot change plans high-handedly. This bridge [viaduct] is next to my house and I don't want it. I will do all I can to prevent its realization. This bridge should pass through undeveloped terrain, or newly planned zones. Its starting point should be at the Mahmutbey toll plaza area and Hadimkoy. The Mahmutbey toll plaza should be canceled. An underground tunnel may be considered. A viaduct or bridge should never happen and it must not happen. If the planners of this city could not think of this, why should we suffer the consequences of this mistake? Property owners cannot bear the errors of the administrators who cannot see or plan ten years into the future. | 1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0095 | 11.09.2023 | Kayabaşı | At the side of our housing blocks, only a part of the road has been built and then it was abandoned. When it rains, our housing blocks are flooded with mud and water accumulation. They dug a small gutter in front of the peripheral wall but that did not help. During the latest flood, mud rushed inside our walls. | Grievance. Resolved. |
| 0096 | 11.09.2023 | Kayabaşı | Why did you not take our opinions before the beginning of the road [construction]? | 4.4.10 Public Disclosure of Draft ESIA |
| 0097 | 11.09.2023 | Güvercintepe | The road is nearly at the same level. Build walls to the sides of the road so that sound cannot propagate. | 6.1.7 Noise and Vibration (sound barrier) |

| | | | | |
|---|---|---|---|---|
| 0099 | 12.09.2023 | Bahçeşehir 1st Section | I'm pleased beacues this poject facilitates transportation. | Standard reply letter is sent |
| 0100 | 12.09.2023 | Başak | I would like to obtain information regarding noise.Will the sound of the vehicles passing on the motorway reach the buildings? I request that damage to the environment be reduced to the minimum. | 6.1.7 Noise and Vibration<br>6.1.8 Biological Environment |
| 0101 | 12.09.2023 | Başak | As long as the damage to the environment is reduced to a minimum level, I support this valuable and useful investment for our people. | 6.1 Physical Environment |
| 0102 | 13.09.2023 | Başak | When will the road [construction] activities concerning the 8th segment of Nakkaş-Başakşehir Motorway begin? Will the citizens be compensated in the event of value loss regarding the houses that correspond to the viaducts to be built here? Will sound insulation, exhaust absorbing barriers be installed to the viaducts? I would like to obtain information regarding these matters. | 3.4.1 Project Activities and Schedule<br>6.1.2 Air Quality<br>6.1.7 Noise and Vibration (sound barrier) |
| 0103 | 13.09.2023 | Not Specified | I demand to be given information by an official about the [public information events] meeting to which we were invited tomorrow and on Friday and also about the progress of the Project. | 4.4.10 Public Disclosure of Draft ESIA |
| 0104 | 13.09.2023 | Kayabaşı | What will be the order of progress in the motorway's infrastructure works? Why is it abandoned at the construction phase in spite of the project's commencement? I will be glad if people are not aggrieved. | 3.4.1 Project Activities and Schedule |
| 0105 | 13.09.2023 | Not Specified | I wish that the project is build without damaging the region and by protecting nature. | Anonymous comment |
| 0106 | 14.09.2023 | Başakşehir | I request receving feedback before the completion of the project and prior to beginning the connecting bridge [viaduct] with a sound barrier plan in order that the household peace and quality of living in the household are not affected because of the connecting road that will pass parallel to the power lines between D41 and D42 housing blocks (that will pass above the Yunus Emre Street) at 4th Stage 1st Section of Başakşehir. Giving feedback to and alleviating the concerns of the property owners and resident families that will be impacted by the high sound level before beginning the construction the connecting bridge. Following the displacement of the power lines and finalization date of the project. | 6.1.7 Noise and Vibration (sound barrier)<br>3.3.13 Overhead Transmission Lines |
| 0107 | 14.09.2023 | Başakşehir | Noise of the cars passing by the road. Sound barrier. I request that measures are taken stemming from the proximity of the buildings to the road to be build. | 6.1.7 Noise and Vibration (sound barrier) |
| 0108 | 14.09.2023 | Başak | I demand that a sound barrier be installed to the viaduct of the Nakkaş-Başakşehir Motorway. To the attention of the officials. | 6.1.7 Noise and Vibration (sound barrier) |

| | | | | |
|---|---|---|---|---|
| 0109 | 14.09.2023 | Şamlar | I would like information regarding parcels __ and ___. | 2.2.3 Expropriation Process under Turkish Expropriation Law |
| 0110 | 14.09.2023 | Güvercintepe | What are your measures and activities to ease the traffic? This has to be the most important objective. | 1.1 The Need for the Project<br>(NTS) 3. Project Need and Background |
| 0111 | 14.09.2023 | Hastane | I am of the opinion that the whole team has provided information to me abou this project. I was very glad. I thank the entire team in the name of the housing development of which I am the chairperson. | Unreachable - Project Hotline |
| 0112 | 14.09.2023 | Hastane | As a resident of Hadimkoy, the traffic load will be reduced with the opening of the motorways in the shortest time. Due to the fact that we live in an industrial zone, the ratio of heavy vehicles is at 80% on the existing roads, which are not sufficient. Because of the insufficiency of the existing roads and the route, the motorway that will divert heavy vehicles outside Hadimkoy will relieve the region. | Standard reply letter is sent |
| 0113 | 14.09.2023 | Hastane | It is a good project for the country. I wish it luck. Thanks to everyone involved. | Standard reply letter is sent |
| 0114 | 14.09.2023 | Sazlıbosna | We thank the fellows on duty [at the public information offices] | 4.4.10 Public Disclosure of Draft ESIA |
| 0115 | 14.09.2023 | Hastane | It will be a super project. Thanks. | Standard reply letter is sent |
| 0116 | 14.09.2023 | Hastane | This motorway is long overdue because we are tired of the Hadimkoy-Mahmutbey. We hope that it is completed in the shortest time. May it be fortunate for us. | Standard reply letter is sent |
| 0117 | 14.09.2023 | Hadımköy | I find the projects positive and support them. | Unreachable - Project Hotline |
| 0118 | 14.09.2023 | Hadımköy | I received information that the ongoing motorway project that continues from Başakşehir to Nakkaş will pass transit using the route along the Deliklikaya and Hadimkoy neighborhoods. At this stage, the residents will be affected from traffic and noise. A toll collection point needs to be installed in order that the citizens who reside here can benefit the road. I suggest installing noise barrier at the residential neighborhoods so as not to be impacted by the noise caused by the heavy vehicles and traffic. | 6.1.2 Noise and Vibration (sound barrier)<br>1.4 Appraisal of Alternatives and Route Selection |
| 0119 | 15.09.2023 | Kayabaşı | 1– It would be more proper if there was consultation before the beginning of the construction works.<br>2– Installing sound barrier against vehicle sound at the Kayasehir Nation's Garden area after the motorway is completed.<br>3– Security and lighting of the areas underneath the bridge [viaduct] around the Kayabehir Nation's Garden and its secluded sections after the motorway is completed. | 4.4.10 Public Disclosure of Draft ESIA<br>6.1.2 Noise and Vibration (sound barrier)<br>6.1.8 Landscape and Visual Impacts |

| | | | | |
|---|---|---|---|---|
| 0120 | 15.09.2023 | Hadımköy | It has been a very nice project. It provides connection to all sides. We will have the means to reach wherever we want in a short time. Thanks. | Unreachable - No contact information |
| 0121 | 11.09.2023 | Turgut Reis | I think it will be a nice project as I come to this area often. | Standard reply letter is sent |
| 0122 | 11.09.2023 | Turgut Reis | I think it will be a useful project since I come to these parts frequently. | Unreachable - Project Hotline |
| 0123 | 15.09.2023 | Hadımköy | What were the criteria in determining the route? Precautions against dust. Will you have any support for our beekeeping? | 1.4 Appraisal of Alternatives and Route Selection<br>6.1.2 Air Quality<br>5.8 Community Development Plan under Resettlement Action Plan |
| 0124 | 15.09.2023 | Kayabaşı | I submitted my opinions about my concerns. In exchange, I was satisfied by the information I have obtained. Thank you for your attention. | Standard reply letter is sent |
| 0125 | 15.09.2023 | Kayabaşı | This activity is quite positive. I think it will be useful to share the information we received as the board members of the housing development with the apartment owners. | Standard reply letter is sent |
| 0126 | 15.09.2023 | Kayabaşı | Information activity was good. Thanks to everyone involved. In return, we will inform our own housing development. | Standard reply letter is sent |
| 0127 | 15.09.2023 | Hadımköy | What kind of project support will you organize for women? We need sports grounds for our children. Will you be able to lend support? Is there a plan? | 5.8 Community Development Plan under Resettlement Action Plan |
| 0128 | 15.09.2023 | Kayabaşı | I am thankful for the information. | Standard reply letter is sent |
| 0129 | 15.09.2023 | Bolluca | Overall introduction and information is adequate. The officials are knowledgeable and hospitable. It is possible to access a lot of details in the documents. However, there are many writing errors stemming from translation. | 1.2.3 ESIA Study<br><br>"Findings of the ESIA process of the Nakkaş-Başakşehir Motorway Project initiated in January 2021 are compiled in the Draft ESIA Report and the report together with all of its annex documents has been disclosed between 24 August and 20 October 2023 to open review of the public. Opinions, suggestions, criticism, questions and complaints conveyed by the stakeholders within this period has shed light upon the Project to finalize the ESIA Report. Your comment about "many writing errors stemming from translation" will be evaluated in this context.<br>Every effort has been made to ensure the quality of the translation is technically correct. However, where discrepancies between various translated |

| | | | | |
|---|---|---|---|---|
| | | | | texts occur, the English version is to be relied upon as the original and formal version." |
| 0130 | 16.09.2023 | Bahçeşehir 2nd Section | I work at the Istanbul Finance Center. I use the TEM motorway everyday. Traffic near Mall of Istanbul is very dense. I and my friends will be glad if the project is commissioned piecemeal whereby the Başakşehir connecting road is opened prior to the completion of the entire project. Thanks. | 3.4.1 Project Activities and Schedule |
| 0131 | 16.09.2023 | Tahtakale | I think that the Nakkaş Motorway will facilitate the connection of the area to the city center, that this region will develop rapidly and gain value thanks to this integration, alto that the traffic load outside the region will be reduced due to the motorway. Wishing that this essentially important project is completed swiftly. | Standard reply letter is sent |
| 0132 | 16.09.2023 | Başakşehir | I am of the opinion that this will be an effective project. Wishing success. | Unreachable - Project Hotline |
| 0133 | 16.09.2023 | Talatpaşa | The project may have been realized as a high-speed train project. | 1.1 The Need for the Project |
| 0134 | 16.09.2023 | Bahçeşehir 1st Section | The Project is very positive as it will relieve the traffic at Bahçeşehir and İspartakule. | Standard reply letter is sent |
| 0135 | 16.09.2023 | Karaağaç | I learned that the Nakkaş-Karaagac segment was removed from the project. I would like to learn the reason for the removal and, if the Karaagac-TEM connecting road is to be built, when it would be built. | 1.4 Appraisal of Alternatives and Route Selection |
| 0136 | 13.09.2023 | Başak | Will it pass through Başakşehir? To what point will it extend exactly? Which areas will it pass through? | 1.4 Appraisal of Alternatives and Route Selection |
| 0137 | 18.09.2023 | Başakşehir | We will be pleased if you also announce the full completion date of the project. | Unreachable - No contact information |
| 0138 | 18.09.2023 | Başak | It will be a road that I will use twice every day. I work in Başakşehir and live in Bahçeşehir. Please if you keep the toll fees at a reasonable rate. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways." |
| 0139 | 18.09.2023 | Başak | [Requesting ] A reasonably priced road without [radar] speed control. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways."<br><br>6.7 Speed Limits - Traffic Management Plan under E&S Management Plans |
| 0140 | 18.09.2023 | Not Specified | There should not be [radar] speed controls on a toll road. | Anonymous comment |
| 0141 | 18.09.2023 | Deliklikaya | It is a very nice project for the neighborhood. | Unreachable - Project Hotline |

| | | | | |
|---|---|---|---|---|
| 0142 | 18.09.2023 | Deliklikaya | I find the motorway project very positive for the development of my neighborhood. I think it will not disturb the environment. | Standard reply letter is sent |
| 0143 | 18.09.2023 | Deliklikaya | I regard it very positively. | Unreachable - No contact information |
| 0144 | 18.09.2023 | Deliklikaya | I like your project. I wish you success. | Unreachable - Project Hotline |
| 0145 | 18.09.2023 | Not Specified | Conduct online/virtual public consultation, creative events to attract people | Anonymous comment |
| 0146 | 18.09.2023 | Deliklikaya | We want the motorway to be completed at once. I find it very positive. | Standard reply letter is sent |
| 0147 | 19.09.2023 | Yeşilbayır | I think it will be beneficial for our district. I want it to te built. Road means civilization. | Standard reply letter is sent |
| 0148 | 19.09.2023 | Yeşilbayır | I support the realization of the project. | Standard reply letter is sent |
| 0149 | 19.09.2023 | Yeşilbayır | I regard it positively and approve of it. | Standard reply letter is sent |
| 0150 | 19.09.2023 | Yeşilbayır | Could not obtain clear information. Could not agre on the price. I received my title deed back. I will be subject to the second round of agreement. I could not see consistent behaviour. | 2.2.3 Expropriation Process under Turkish Expropriation Law<br><br>"Valuation Commissions of KGM determine the value of the properties with assistance from experts according to the law. To this end, valuations in different dates and court decisions are taken into consideration.<br><br>In the valuation of the properties, zoning status obtained from the municipalities, transaction data from relevant official departments, information gleaned from local real estate market, and the salient characteristics of the parcel play roles in determining the price.<br><br>Expropriation prices are being updated by the Administration. After the approval process, it is planned to repeat the negotiation meetings with the owners of the properties.<br><br>Regarding the parcels where agreement was not possible in the negotiation meetings and where expropriation was not achieved through purchasing, a legal process begins whereby court experts determine the value and the due amount |

| | | | | |
|---|---|---|---|---|
| | | | | is reserved in the name of the property owner. In case where the property owner cannot agree upon the price with the Administration, then a court case is filed for declaration and registration of expropriation price. In this case, independent experts appointed by the court appraise the price, the final amount is reserved under the name of the property owner and the property is registered to the Administration." |
| 0151 | 19.09.2023 | Yeşilbayır | [Requesting] construction without harming the environment. | Unreachable - No contact information |
| 0152 | 19.09.2023 | Yeşilbayır | I believe it will reduce the traffic. It will relieve us. | Standard reply letter is sent |
| 0153 | 19.09.2023 | Yeşilbayır | Is it possible not to build this road? You damage the forests. Its positive aspect is ease of transportation and adding value to our neighborhood. | Unreachable - No contact information |
| 0154 | 18.09.2023 | Ziya Gökalp | It is not realistic to receive [stakeholders'] comments at this stage. Comments are received here while the road construction is halted half-finished. | Anonymous comment |
| 0155 | 18.09.2023 | Kayabaşı | The houses are damaged under heavy rain. My aunt lives there. | "As stated in the 3.4.1 Project Activities and Schedule section of the ESIA Report, early construction preparation activities had started in August 2021. However, all project activities including construction activities had been stopped as of September 2022. In this regard, it is not possible that the Project may have caused any negative water impact stemming from rainfall. The Project aims to begin construction activities around the end of 2023, and the construction is planned to be completed within three years." |
| 0156 | 18.09.2023 | Bahçeşehir 1st Section | We will be pleased if the completion time of the project is swift. | Standard reply letter is sent |
| 0157 | 19.09.2023 | Kayabaşı | We request the road to be completed at once. Especially the Başakşehir-Bahçeşehir connection. | Unreachable - No contact information |
| 0158 | 19.09.2023 | Hastane | We are looking forward to the completion of the project. | Unreachable - No contact information |
| 0159 | 19.09.2023 | Kayabaşı | The motorway would be nice but we will not be able to use it because it would be expensive. Same thing if the General Directorate of Highways had managed it. | Anonymous comment |

| | | | | |
|---|---|---|---|---|
| 0160 | 14.09.2023 | Tahtakale | It is necessary to make the shortest connection road to the Istanbul New Airport. Otherwise, the road takes about 45 to 45 km. | "One of the planning objectives of the Nakkaş-Başakşehir Motorway Project is to open a new transportation corridor to the Istanbul Airport. Thanks to the integration of the Project with the existing North Marmara Motorway, it is aimed that the local traffic condensing around main arteries are separated and thus service quality and safety is increased in accessing the Istanbul Airport. This matter is stated in Section "3. Project Need and Background" in the Non-Technical Summary (NTS) of the ESIA Report." |
| 0161 | 20.09.2023 | Sazlıbosna | I demand a technology play room to be built for our children in the elementary and secondary schools of Sazlibosna neighborhood. | 5.8 Community Development Plan under Resettlement Action Plan |
| 0162 | 20.09.2023 | Sazlıbosna | First of all, the roads that are built provide ease of transportation. At the same time, frequent toll-plazas and high toll fees put forth the view that these roads are unnecessary. Along the route of the motorway, I have a plot of land which will be divided into two pieces. I would like to learn how the remaining pieces would be resolved within the scope of a zoning plan. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways."<br><br>"1.1 The Need for the Project<br>(NTS) "3. Proje Need ve Background"<br><br>(Annex Guide to Land Acquisition and Compensation) " 25. Who is responsible for Expropriation in line with Turkish Expropriation Law?"<br><br>"Process to be Followed by PAPs for Orphan Land Acquisition Request" |
| 0163 | 20.09.2023 | Sazlıbosna | Necessary information has been provided. Will there be expropriation or annotation or plan change concerning plots that remain on the left and right sides of the road? | 2.2.3 Expropriation Process under Turkish Expropriation Law<br>"The expropriation areas of the Project have been finalized. Within the scope of the Project, after consulting with authorized departments and detailed on site surveys, some sections of the route may require new arrangements. In this context, expropriation boundaries of some parcels may need to be narrowed or widened." |
| 0164 | 20.09.2023 | Sazlıbosna | We want a technology and science room for the Sazlibosna elementary and secondary schools. | 5.8 Community Development Plan under Resettlement Action Plan |
| | | | | |

| | | | | |
|---|---|---|---|---|
| 0165 | 20.09.2023 | Sazlıbosna | Motorway's toll fees are expensive. It provides ease of transport. I burn a lot of diesel because the distance between underpasses and overpasses are long. | Unreachable - No contact information |
| 0166 | 20.09.2023 | Sazlıbosna | Toll fee is very expensive. It could be more reasonable. It shortens the transportation over distances, which is good. | Unreachable - No contact information |
| 0167 | 20.09.2023 | Sazlıbosna | It relieves the traffic. It will suffice if owners of plots and fields are not aggrieved. | Unreachable - No contact information |
| 0168 | 20.09.2023 | Sazlıbosna | I request a technology and science room for our children in the Sazlibosna elementary and secondary schools. | 5.8 Community Development Plan under Resettlement Action Plan |
| 0169 | 20.09.2023 | Sazlıbosna | I want a technology and science play room for our children in the Sazlibosna elementary and secondary schools. | 5.8 Community Development Plan under Resettlement Action Plan |
| 0170 | 20.09.2023 | Sazlıbosna | The construction of motorways has been healthy. Transportation times have shortened. | Unreachable - No contact information |
| 0171 | 20.09.2023 | Sazlıbosna | Regarding the expropriation of the fields, while arranging the expropriation borders, attention should be paid that the fields remain cultivable. The motorways to be built should have reasonable pricing policy. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways."<br><br>2.2.3 Expropriation Process under Turkish Law<br><br>(Relocation Action Plan) "2.7.1.7 Fragmented Parcels" |
| 0172 | 20.09.2023 | Sazlıbosna | It will provide ease of transportation. The motorways are expensive. The toll fee better be reasonable. | Unreachable - No contact information |
| 0173 | 20.09.2023 | Başak | Istanbul has an earthquake reality. Therefore, the lives of thousands of people who live in so many housing blocks will be in danger. The route of the viaduct should be diverted to empty terrains. Also, the columns of the viaduct will be erected on Water Valley, which is a watercourse, poses a danger. This should be redressed and the viaduct should not be constructed. | 3.3. Project Design - Introduction (the design standards of the Project and appointment of an independent Road Safety Audit consultant)<br><br>"The entirety of the motorway will be constructed up to the latest sysmic standards, and it is planned that the entire motorway including the bridge and the viaducts continue their service in the event of an earthquake."<br><br>3.3.15 Design Safety Audit<br>(NTS) 10.5.1 Geology, Geohazards and Soil - Baseline Conditions<br><br>"The motorway is designed in compliance with both the national and international earthquake |

| | | | | |
|---|---|---|---|---|
| | | | | rules and regulations and international design standards. Within the scope of the design process, design safety audits have been carried out. The motorway is planned to serve as the region's conduit of aid and evacuation following a natural disaster."<br><br>3.3.4 Viaducts<br>With regards to the the Basak "Ikitelli-2" viaduct to traverse Water Valley: "Table 3-11 Design Changes to the Project to Avoid or Minimize E&S Impacts" under"3.3.14 Design Changes Considering Environmental & Social Aspects" |
| 0174 | 20.09.2023 | Başak | I think the motorway will greatly disturb the residents of housing blocks. We don't want it to be build. The beltway that passes near us makes much noise. I am disturbed by the noise. | 6.1.7 Noise and Vibration |
| 0175 | 20.09.2023 | Başak | As a resident of a housing development, I am complaining about this construction. | Unreachable - No contact information |
| 0176 | 20.09.2023 | Hastane | To be completed at once. | Standard reply letter is sent |
| 0178 | 21.09.2023 | Kayabaşı | It would be better if the project is completed before the aimed date. | 3.4.1 Project Activities and Schedule |
| 0179 | 21.09.2023 | Nakkaş | The toll-point at Nakkaş exit has not been opened. The motorway revived this area. I will be pleased if the toll fee is reasonable. | Unreachable - No contact information |
| 0180 | 21.09.2023 | Nakkaş | Our road has been very good. I want toll-points to be opened. | Unreachable - No contact information |
| 0181 | 21.09.2023 | Nakkaş | May it be fortunate. | Unreachable - No contact information |
| 0182 | 21.09.2023 | Nakkaş | I regard the project positively. It will relieve the traffic. Nakkaş will flourish. | Unreachable - No contact information |
| 0183 | 21.09.2023 | Nakkaş | The meeting was positive. The information they provided was adequate. | Standard reply letter is sent |
| 0184 | 21.09.2023 | Nakkaş | Should we cultivate the parcel on the route this year? | Within the scope of the Project's work schedule, you will be informed about the expropriation program that will progress according to the construction activities: If you are owner of the land, KGM's official notification will reach you directly. If you are the user of the land, you will be informed by the Project through the local administrations where you are registered. |

| | | | | |
|---|---|---|---|---|
| | | | | Expropriation procedures have not yet started in Nakkaş District. It is your own responsibility to use your land as you wish regarding cultivation in parcels where expropriation has not been completed. |
| 0185 | 21.09.2023 | Nakkaş | High price difference between two different parcels sold two years apart has caused grievance. | "Valuation Commissions of KGM determine the value of the properties with assistance from experts according to the law and by consulting relevant departments and institutions. To this end, prior valuations by official authorities at different dates and court decisions are taken into consideration. In the valuation of the properties, zoning status obtained from the municipalities, transaction data from relevant official departments, information gleaned from local real estate market, and the salient characteristics of the parcel play roles in determining the price.<br><br>Expropriation prices are being updated by the Administration. After the approval process, it is planned to repeat the negotiation meetings with the owners of the properties. Valuations by KGM's 1st Division are updated annually at the beginning of the year and the economic conditions of the latest years have resulted with a higher price increase compared to previous years." |
| 0186 | 21.09.2023 | Nakkaş | I regard it positively. | Unreachable - Project Hotline |
| 0187 | 22.09.2023 | Kayabaşı | I demand that the motorway is connected to Kestanelik (neighborhood). | 1.4.1 Project Route<br>"The total length of Nakkaş-Başakşehir Motorway Project is 29,17 km including the Bahçeşehir connecting road, and has a total of 10 junctions that provide entry and exit with frequent intervals. You may be able to use the Nakkaş Junction, the closest entry point to the Kestanelik neighborhood, in order to join the Nakkaş-Başakşehir Motorway." |
| 0188 | 22.09.2023 | Kayabaşı | I support the project and demand that the works are carried out swiftly. | 3.4.1 Project Activities and Schedule |

| | | | | |
|---|---|---|---|---|
| 0189 | 22.09.2023 | Kayabaşı | We were informed that the Deliklikaya Organized Industrial Site would be operational. Despite this, having to pay toll for the motorway is annoying. We especially wish that it will be a toll-free road. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways." |
| 0190 | 22.09.2023 | Kayabaşı | If the toll fee of your motorway is displayed on the navigation application, we could use the roads with more convenience. It will be preferred routinely if the toll fee is kept at a minimum. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways." |
| 0191 | 22.09.2023 | Başak | We do not want the viaduct. Because of the inconvenience it will cause to the environment. Sound, noise, environmental pollution. | 6.1.7 Noise and Vibration<br>6.1.2 Air Quality<br>6.1.8 Landscaping and Visual Impacts |
| 0192 | 22.09.2023 | Başak | I am disturbed by the noise and pollution. I kindly submit for necessary action. | 6.1.7 Noise and Vibration<br>6.1.2 Air Quality<br>6.1.8 Landscaping and Visual Impacts |
| 0193 | 22.09.2023 | Şamlar | [Requesting] The expropriation prices to be more consistent. | 2.2.3 Expropriation Process under Turkish Expropriation Law<br><br>"Valuation Commissions of KGM determine the value of the properties with assistance from experts according to the law. To this end, valuations in different dates and court decisions are taken into consideration.<br><br>In the valuation of the properties, zoning status obtained from the municipalities, transaction data from relevant official departments, information gleaned from local real estate market, and the salient characteristics of the parcel play roles in determining the price.<br><br>Expropriation prices are being updated by the Administration. After the approval process, it is planned to repeat the negotiation meetings with the owners of the properties.<br><br>Regarding the parcels where agreement was not possible in the negotiation meetings and where expropriation was not achieved through purchasing, a legal process begins whereby court experts determine the value and the due amount is reserved in the name of the property owner. In |

| | | | | |
|---|---|---|---|---|
| | | | | case where the property owner cannot agree upon the price with the Administration, then a court case is filed for declaration and registration of expropriation price. In this case, independent experts appointed by the court appraise the price, the final amount is reserved under the name of the property owner and the property is registered to the Administration.” |
| 0194 | 22.09.2023 | Şamlar | [Requesting] solving the problem of road crossing before and after the construction. | 3.3.6 Underpasses, Overpasses and Culverts |
| 0195 | 23.09.2023 | Bahçeşehir 1st Section | As I heard and personally witnessed in a conversation with a resident of the Nakkaş neighborhood, Nakkaş village is a tranquil place where the wing flapping sound of the birds are heard. With your unending money ambition give up this road construction by build operate transfer where the citizens will pay passage guarantee fees for years. Personally, I am totally against it, I am for the green, for the nature and for living humanely. I have read the non technical summary and the guide for land acquisition and compensation at the village coffeeshop. I have also read the potential side effects of the motorway. They will all be more than real. What I don’t believe would not be real is the section about the mitigating measures. I never and ever believe that you will take precautions. In short, you will annihilate this community of peace and make it a victim of your money ambition. I want this project which is contrary to human health and serenity stopped. Do not touch it. Come and enjoy a sandwich and tea at the village coffee shop, listen to the chats of the residents and be humane. | 10.9 Landscaping and Visual Impacts<br>10.10 Biodiversity |
| 0196 | 23.09.2023 | Hadımköy | It is one of the projects that has the potential to provide social and economic development to Hadimkoy. Wishin that such endeavors continue. | Unreachable - No contact information |
| 0197 | 23.09.2023 | Başak | I think the project will be beneficial to our people. I think it will be good when it’s completed as long as necessary sound and pollution measures are taken. | 6.1.7 Noise and Vibration<br>6.1.2 Air Quality<br>6.1.8 Landscaping and Visual Impacts |
| 0198 | 23.09.2023 | Kayabaşı | Will this motorway be connected to the Basin Express Road? I think that it needs to be connected. | "Connection of the Nakkaş-Başakşehir Motorway to the Basin Ekspres Road will be provided via the Bahçeşehir Junction." |
| 0199 | 25.09.2023 | Kayabaşı | Leaving launched projects unfinished causes both environmental (visual pollution) and damages our national economy. I think that the launched | 3.4.1 Project Activities and Schedule |

| | | | | |
|---|---|---|---|---|
| | | | projects are completed at once to be economically at the service of our people. | |
| 0200 | 25.09.2023 | Kayabaşı | My current place of work is in Maslak and I use the Northern Marmara Motorway. I spend considerable time in traffic. I think the traffic problem will be solved somewhat with the new motorway. | Standard reply letter is sent |
| 0201 | 25.09.2023 | Kayabaşı | Why should we pay for the services that the public authority has to provide as we pay taxes in our own country? | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways." |
| 0202 | 25.09.2023 | Kayabaşı | [Requesting information about] Field plot (8500 m2) to be expropriated at the Nakkaş village motorway junction. | Telephone reply by Community Liaison Officer |
| 0203 | 26.09.2023 | Kayabaşı | How much will the motorway toll fees be? I will be pleased if they are reasonable. | "In accordance with the provisions of the Build-Operate-Transfer contract, toll pricing is at the disposal of the General Directorate of Highways." |
| 0206 | 27.09.2023 | Başak | I am here for 26 years and I fail to understand why this road is being constructed among the housing blocks although there is so much space all around. I say what a shame. Did the people come to your mind after the fact? I make my complaint to the Creator. | 3.4.1 Project Activities and Schedule (timing of the stakeholder consultation process) 1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0207 | 27.09.2023 | Bahçeşehir 2nd Section | An excellent project. We anticipate better ones. | Standard reply letter is sent |
| 0208 | 28.09.2023 | Bahçeşehir 1st Section | A very nice project. We are awaiting its completion impatiently. | Unreachable - No contact information |
| 0209 | 29.09.2023 | Nakkaş | We have been provided information. It will be quite a nice work. It will be a nice project when completed. | Unreachable - No contact information |
| 0210 | 29.09.2023 | Başak | A very nice project. I hope it is completed at once. Especially as it passes over Nakkaş, Istanbul will be relieved greatly. | Standard reply letter is sent |
| 0211 | 29.09.2023 | Kayabaşı | Will you be under the supervision of the General Directorate of Highways in the motorway project? | 3.8 Operations and Maintenance<br><br>"As the assigned company of the Nakkaş-Başakşehir Motorway Project, in accordance with the provisions of the Build-Operate-Transfer contract, all of our activities in the Project including the design, construction and operation phases are under the control of KGM." |
| 0212 | 29.09.2023 | Arnavutköy Merkez | The project has been a necessity for the region. Thank you for your service. Als, the fellow on duty was attentive and polite. | Standard reply letter is sent |

| | | | | |
|---|---|---|---|---|
| 0213 | 1.10.2023 | Başak | We never give consent to the passage of the Nakkaş Motorway through such beautiful and peaceful residential areas. The only reason we preferred Başakşehir has been its tranquility. Such motorways should not even be near the residential areas, let alone passing through them. City planning requires it. We absolutely do not want it. And if it is built, we will carry this issue to the ballot box and urge our circle to do the same. The project needs to be revised with planning outside the residential area. | 1.4.1 Project Route |
| 0214 | 2.10.2023 | Başakşehir | Thank you for this service to Başakşehir. I thank our government for the service for the state. | Standard reply letter is sent |
| 0215 | 2.10.2023 | Başak | The proposed project merges with the upper part over the power lines at the entrance point of the Water Valley taking a certain angle. We likely have concerns about the power lines. If it is done in line with the ESIA Report, it will bear a good result. | 3.3.13 Overhead Transmission Lines<br><br>"Regarding Overhead Transmission Lines (OTL) crossing the area referred to as Water Valley, some arrangements has been necessary to for the integration of the OTLs with the Project. Through arrangements that encompass the design, pre-construction and construction phases of the Project, measures have been developed against potential impacts. Pylons of the OTLs have been replaced in compliance with the Electricity Distribution Administration's (TEİAŞ) regulations, using proper techniques to disturb the environment at a minimum level." |
| 0216 | 30.09.2023 | Başak | I reside at Basak neighborhood (address provided). I request a sound barrier installed to the bridge [viaduct] of th Nakkaş Motorway. | 6.1.7 Noise and Vibration (sound barrier) |
| 0217 | 3.10.2023 | Güzelyurt | I received information about the project. I support the project because it will facilitate my transportation to and from my workplace. | Standard reply letter is sent |
| 0218 | 5.10.2023 | Başak | Which part of Hadimkoy Hospital will it pass through? Is there any part that corresponds to the existing Beylikduzu-Hadimkoy road? | "The Project route passes at a distance around 700 metres away from the Hadimköy Hospital and Hadimköy junction intersects with the Istanbul Street at the region of KM 41+300." |
| 0219 | 6.10.2023 | Başak | I have a demand for sound barrier for the new motorway. | 6.1.7 Noise and Vibration (sound barrier) |
| 0220 | 6.10.2023 | Altınşehir | I have read the brochure about this project. I support it. | Standard reply letter is sent |
| 0221 | 6.10.2023 | Kayabaşı | Segment between Başakşehir and Bahçeşehir is a route that I use everyday. There is much traffic load at the Mahmutbey toll plaza area. I want the acceleration of the interrupted road works on this route. Thanks. | 3.4.1 Project Activities and Schedule |

| | | | | |
|---|---|---|---|---|
| 0222 | 6.10.2023 | Kayabaşı | Connection from the Cebeci Tunnel to Kayaşehir | 1.4.1 Project Route |
| 0223 | 6.10.2023 | Başak | I thank our state for this motorway. | Unreachable - Project Hotline |
| 0224 | 6.10.2023 | Kayabaşı | It is very important to us that they are built at once. Thanks. | Standard reply letter is sent |
| 0225 | 6.10.2023 | Kayabaşı | It has been the second year that [construction at] Başakşehir segment of the Northern Marmara Motorway has stopped. I want the works to continue. | 3.4.1 Project Activities and Schedule |
| 0226 | 6.10.2023 | Başakşehir | When the project is completed, how many vehicles are estimated to use it annually? | "When the Project is opened to service, the average daily vehicle traffic on an annual basis is expected to be between 100 thousand and 120 thousand at the section between the Başakşehir Cam Sakura City Hospital junction and the Bahçeşehir junction." |
| 0227 | 6.10.2023 | Not Specified | This motorway should be toll-free for those who use less the 20% of the route. | Anonymous comment |
| 0229 | 11.10.2023 | Başak | Is it possible that the passage of this motorway above Water Valley not disturb the pedestrians walking in the Water Valley, and visitors who spend time there? Is it possible to install sound insulation barriers or make the passage across the Water Valley and the housing blocks entirely by a tunnel? | 6.1.7 Noise and Vibration (sound barrier) |
| 0230 | 6.10.2023 | Sazlıbosna | I am a registered farmer. My father owns 90% of the title deed of parcel ___ at Sazlibosna. I use the entire plot. I use another parcel ____ by leasing it. One of these parcels is a dumping area for the past year, and I could not use the other due to passage problems. I am aggrieved. I kindly submit to your attention. I have the impression from the project team and officials that the farmers will not be aggrieved by this project which will contribute greatly to our country. I kindly request necessary action. I support the project by all means and expect the support of those who implement it. | Grievance. Resolved. |
| 0231 | 12.10.2023 | Sazlıbosna | I have a parcel ____ at Sazlibosna. Concerning this matter, documents are continuously sent to us, I believe about expropriation. I cannot reach the officials for so many months. I request that they call me back. | Telephone reply by Community Liaison Officer |
| 0232 | 12.10.2023 | Not Specified | It is a good project. | Unreachable - Project Hotline |
| 0233 | 12.10.2023 | Not Specified | It is a very nice project. All of the projects of Ak Parti, i.e. the government are very nice. The best thing is that they complete them on time. | Unreachable - Project Hotline |

| | | | | |
|---|---|---|---|---|
| 0234 | 13.10.2023 | Başakşehir | I wish that the toll is free of charge or reasonable. | Unreachable - No contact information |
| 0235 | 13.10.2023 | Kayabaşı | I request that the new road not have any infrastructure problems. | Unreachable - No contact information |
| 0236 | 16.10.2023 | Başak | I would like to request information regarding expropriation. | Telephone reply by Community Liaison Officer |
| 0237 | 29.09.2023 | Tahtakale | We anticipate the completion of the project at once. I wish it is completed in a shorter time. | Standard reply letter is sent |
| 0238 | 18.10.2023 | Başak | I want sound insulation at areas across the housing blocks. I want measures taken before having to submit complaints. | 6.1.7 Noise and Vibration (sound barrier) |
| 0240 | 20.10.2023 | Başak | I think it needs to be constructed. | Unreachable - No contact information |
| 0241 | 20.10.2023 | Kayabaşı | I will submit complaints about the blasts. Due to the earthquake phenomenon ahead of us, I think blasts are not appropriate. Will our building be strong in this situation?<br><br>Suggestion for resolution of the complaint: No blasting. Adopting a method (breaker drills) other than blasting. | 6.1.7 Noise and Vibration<br>6.1.7.3.3 Blasting |
| 0242 | 20.10.2023 | Kayabaşı | Because of the motorway, the housing blocks are flooded.<br><br>Suggestion for resolution of the complaint: Drilling canals and making a basin pond. Finding a permanent solution. We suggest discharge canals behind the wire fences. With a rapid action. | Grievance. Resolved. |
| 0243 | 20.10.2023 | Kayabaşı | Cracks have appeared due to blasting.<br><br>Suggestion for resolution of the complaint: No blasting. Other methods may be used. | Anonymous comment |
| 0244 | 20.10.2023 | Kayabaşı | There is a lot of dust. We are disturbed. Natural beauties are no more. We used to picnic at the motorway site area. Now we cannot use that area.<br><br>Suggestion for resolution of the complaint: spray watering. | Anonymous comment |
| 0245 | 20.10.2023 | Şahintepe | Grazing lands and agricultural areas were damaged a lok. We complain about the KGM valuation. Animal crossing have been closed. We don't wand excavation dumps. We want underpasses for the animals. | 3.3.6 Underpasses, Overpasses and Culverts<br>5.2.4 Resources and Waste |
| 0246 | 20.10.2023 | Şahintepe | Truck traffic causes dust. There is no asphalt paving. Trucks are driven at high speed. Fowl may avoid running over by trucks but children may be hit. The road must be asphalt-paved to reduce dust. Or the route of the trucks may be changed. | Anonymous comment |

| | | | | |
|---|---|---|---|---|
| 0247 | 21.10.2023 | Başakşehir | I realized this project is a large-scale motorway. I think that installing sound insulation around the motorway is important for human health. I believe what is necessary will be done. Thank you for your information office. | 6.1.7 Noise and Vibration (sound barrier) |
| 0248 | 21.10.2023 | Başakşehir | Does the planned motorway have an exit at the Water Valley side near my housing block? | 1.4 Appraisal of Alternatives and Route Selection (location specific question) |
| 0249 | 21.10.2023 | Kayabaşı | I want the motorway be completed at once so that the traffic at Mahmutbey toll plaza area and the Basin Ekspres road may be relieved. | 3.4.1 Project Activities and Schedule |
| 0250 | 23.10.2023 | Başak | At its starting point, the motorway passes very close to the Basak neighborhood housing blocks. Therefore we think it will cause a sound problem. We request sound insulation at that part of the motorway. | 6.1.7 Noise and Vibration (sound barrier) |
| 0251 | 23.10.2023 | Başak | This project is in consideration for about ten years. As the neighborhood residents, we definitely don't want this project with its environmental pollution, noise, sound pollution in the midst of this beautiful valley. Inserting it afterward is irrational. Whoever drew the route of this project must resign. It is an insult and not a service to all of Başakşehir and Basak neighborhood. If it is a service, the route may have been diverted to the area behind the stadium. Shame. | 6.1.7 Noise and Vibration<br>6.1.8 Landscaping and Visual Impacts<br>1.4 Appraisal of Alternatives and Route Selection (Information about the chronological background of the Project) |
| 0252 | 24.10.2023 | Not Specified | I learned that the motorway project passes through my plot of land. How will the procedure proceed? I would like to obtain information. | Telephone reply by Community Liaison Officer |
| 0253 | 24.10.2023 | Başak | We do not want the construction of the viaduct. This is contrary to the initial urban planning of Başakşehir. We know that it will be built despite our objections. At least, simultaneously, tall sound barrier and all barriers that prevent exhaust emissions should be installed. | 6.1.7 Noise and Vibration (sound barrier)<br>6.1.2 Air Quality |
| 0254 | 24.10.2023 | Yeşilbayır | [Requesting] speed bump to the road in front of our house. Excavation trucks are fast. We are anxious when our children walk to the road. They can't even go to the school bus stop 100 metres away.<br><br>Suggestion for the solution of the complaint: Speed bumps on the road, changing the route of the trucks. | Grievance. Resolved. |
| 0255 | 24.10.2023 | Nakkaş | [Requesting] reducing the truck traffic across the village and imposing speed limits. Changing the routes of the trucks and controlling their speed. | Anonymous comment |
| 0256 | 24.10.2023 | Nakkaş | At the previous sections [of the North Marmara Motorway], young people from the village were employed. We were very pleased about it. We hope new means of employment are possible again in this section as well. | Anonymous comment |
| 0257 | 24.10.2023 | Yeşilbayır | Vehicles pass by very fast. We demand putting speed bumps to the road. Barriers at the inclined roads. | Anonymous comment |
| 0258 | 26.10.2023 | Yeşilbayır | I support this type of projects as long as nature is respected. | Standard reply letter is sent |

| | | | | |
|---|---|---|---|---|
| 0259 | 27.10.2023 | Başakşehir | I support this project. | Standard reply letter is sent |
| 0260 | 27.10.2023 | Başakşehir | It is unavoidable that we, the residents of the housing blocks should be very disturbed by this road that will pass right at our window front. I request that measures are taken against sound and visual pollution, and if possible that the project is diverted elsewhere<br>. | 6.1.7 Noise and Vibration (sound barrier)<br>6.1.8 Landscape and Visual Impacts |
| 0261 | 28.10.2023 | Kayabaşı | I support the development of new bridges and motorways. Traffic is getting worse by the day. I think the new motorway, with its underpasses and the metrobus lines are necessary to relieve the traffic. | Unreachable - No contact information |
| 0262 | 28.10.2023 | Başak | I reside at [address]. I would like to see the cross section of the segment that will pass in front of my building. | 1.4 Appraisal of Alternatives and Route Selection (visual material of the viaduct is provided) |
| 0263 | 30.10.2023 | Başak | I reside at [address]. The car park near our house has been blocked. We cannot use it anymore. Our demand is to have it opened to our usage. I request a reply. | Regarding the utility of the area under the Water Valley viaduct, within the scope of the Nakkaş-Başakşehir Motorway Project, as per the protocol signed between KGM and Istanbul Metropolitan Municipality (IBB), landscaping and lighting works will be completed by the Project. During the operation phase of the Project, the utility of this area will be at the disposal of IBB. |
| 0264 | 25.10.2023 | Hastane | When will the project activities commence? I would like to request detailed information from the project's authorities. | 3.4.1 Project Activities and Schedule |

## Appendix B - Institutional Stakeholder Register (Local State Authorities and NGOs)

| Institutional Stakeholder Register (Local State Authorities and NGOs) | | | |
|---|---|---|---|
| **Register Reference Number** | **Title of Institutional Stakeholder** | **Date of Correspondence** | **Summary of Official Correspondence** |
| 0052 | Istanbul Water and Sewerage Administration (ISKI) | 24.8.2023 | Project's invitation letter |
| | | 30.8.2023 | ISKI's response to Project's invitation letter:<br><br>In order for our administration to provide an opinion requested by your letter, we need you to convey to us digital data (in dgn, dwg, or similar formats) of the Project route. |
| | | 14.9.2023 | The Project replied as below and the requested digital data is provided:<br><br>Communication of the Nakkaş-Başakşehir Highway Project with İSKİ on technical issues continues throughout the construction period of the Project. In the letter of the 1st Regional Directorate of Highways dated 7.4.2021, an opinion was requested on determining the contact points with İSKİ along the route. In your reply to this letter dated 27.08.2021, we have received your general opinions regarding the existing/planned waste water, rainwater lines, real estate, superstructure and stream infrastructure facilities of the Project route, and as stated in Article 1 of your letter, your Administration's opinions will be taken at every stage during the Project Implementation phase. The corporate correspondence in question is attached.<br><br>In response to your e-mail dated 31.08.2023 with the subject "Immediate delivery of the digital data of the Project route (in .dgn, .dwg, etc. format)", we present the electronic document containing the numerical data of the Project for your consideration. |

| | | | |
|---|---|---|---|
| | | | On the other hand, as the Nakkaş-Başakşehir Highway Project, whose Environmental and Social Impact Assessment (ESIA) Consultation Process with the Public and Stakeholders is still ongoing, in our letter dated 25.08.2023 that we sent to your institution at the beginning of the process, we submitted the Draft ESIA Report with all its annexes to İSKİ regarding the findings of the ESIA Report. We invited you to express your corporate opinion.<br><br>In the ESIA Report document set, the "6.1.6 Surface and Underground Waters" section of the ESIA Main Document and the "Wastewater Management Plan", which is among the Environmental and Social Management Plans of the Project, are in the direct interest of İSKİ. We kindly request that you can express your opinion on these issues until 30 October 2023. |
| | | 13.10.2023 | ISKI's response:<br><br>The provisions of the basin legislation are valid in the parts of the project area in question within the Büyükcekmece, Sazlıdere and Alibey Dam Basin. Drainage recharge area, drainage recharge protection area, green containment-2 protection area, absolute distance protection area, short distance protection area, close distance protection area, protection areas that are critical in terms of ES capacity, excavation, filling and discharge cannot be done in stream protection areas. It is not considered appropriate to pass a highway through these areas. In addition, the following provisions apply: "Existing zoning plans in force in the basin are valid as they are. All types of construction in planned areas are carried out in accordance with the zoning legislation.", "Surface runoff water originating from highways in the basin by KGM can be passed through the filtration system and released to the receiving environment, and if surface runoff water from sewage is to be discharged into the basin, it can be discharged after being purified." and "In green containment-2 protection areas; the area other than the areas used for the activities permitted in the basin protection plan is expropriated by the Administration within a program in line with budget possibilities. No activities are allowed until expropriation is made." Also, these provisions apply: "A new highway route cannot be created in this area. Renovations and road widening works on existing highways can be carried out in accordance with the approval of the Administration. Surface runoff waters arising from highways are collected in an area, purified and then released to the receiving environment.", "Drainage and nutrition protection areas are expropriated by the Administration."<br><br>Regarding the Nakkaş-Başakşehir Motorway Project, the previous opinions our Directorate are still valid. Adherence to laws and regulations, compliance with the zoning plan |

| | | | |
|---|---|---|---|
| | | | conditions, not damaging our existing infrastructure /superstructure facilities, taking our planned infrastructure facilities into consideration, protecting the properties of our administration and applying to our Directorate again after having the motorway route revised so that the route does not pass through drainage recharge area, drainage recharge protection area, green containment-2 protection area, absolute distance protection area, short distance protection area, close distance protection area, critical protection areas in terms of ES capacity, stream protection areas are required. |
| | | | Communication between the Project and ISKI continues. |
| 0098 | IBB Veterinary Services Department | 25.8.2023 | Following IBB's internal communication via Project's invitation letter to IBB. |
| | | 11.9.2023 | Reply letter stating that the department does not have any opinion or comment about the Project. |
| 0177 | Arnavutköy District Directorate of Agriculture and Forestry | 24.8.2023 | Project's invitation letter |
| | | 30.10.2023 | Reply letter included opinions of the internal departments of Istanbul Provincial Directorate of Agriculture and Forestry regarding two matters:<br><br>1. Soil Preservation: Non-agricultural use was requested due to the presence of agricultural lands in the project area in question. It is necessary to comply with the "Soil Protection Project" submitted to our Directorate, which includes taking measures (manufacturing, construction and cultural and similar measures such as grading, protection walls, planting, drainage in order not to deteriorate the soil structure of the surrounding agricultural lands, prevent drainage and thus prevent salinization, alkalinization, erosion, landslides and similar reasons) that will avoid harming the surrounding lands and agricultural activities carried out in the region due to non-agricultural use. Regarding the request for the use of agricultural lands for non-agricultural purposes in order to build a "highway" for the Northern Marmara Motorway Project, for various parcels decided to be expropriated urgently by the 1st Regional Directorate of Highways, within the scope of the Nakkaş-Başakşehir (including connection roads) Section, necessary work and procedures within the scope of applicable Soil Conservation and Land Use Law is presently continued by our Directorate. |

| | | | |
|---|---|---|---|
| | | | 2. Aquaculture: The Sazlidere Dam is within and in the vicinity of the Project area. According to applicable laws, all internal waters are designated as areas of aquaculture. Based on this, taking the necessary precautions by preserving the natural state of the Aquaculture Production areas within the project area, not carrying out any excavation, filling, dumping or material storage in the stream beds, not engaging in any activity that will affect the water quality, taking all precautions to avoid causing water pollution, not leaving any solid or liquid waste in such areas, not obtaining materials from stream beds and not filling stream areas are required. In conclusion, precautions to abide by all laws and regulations and to comply with the criteria and limits in applicable regulations, as well as assessment of these issues in the ESIA Report are required. |
| 0204 | IBB Department of Cemeteries | 24.8.2023 | Project's invitation letter |
| | | 28.9.2023 | Department's official requested Project route information in order to provide accurate opinion |
| | | 28.9.2023 | Requested Project route information along with ESIA document set provided via online data transfer |
| | | 18.10.2023 | Official opinion letter of the Department dated:<br>"Applicable law on the protection of cemeteries states that "Cemeteries, martyrs' cemeteries and graves cannot be corrupted, destroyed or polluted. These places cannot be reserved as parks, gardens, public squares, parking lots, playgrounds, green areas, etc. by zoning legislation or in any other way, and cannot be used for any purpose other than their primary purpose."<br><br>It is our Department's opinion that during the implementation phase of the project, concerning the graves in the vicinity of the project route, it is required to take all construction precaution to ensure not to damage the burial areas in the cemetery and to prevent damage to the walls, doors, etc. and that all damages that may arise in buildings should be repaired in accordance with the original." |
| 0205 | IBB Directorate of Parks, | 24.8.2023 | Project's invitation letter |

| | | | |
|---|---|---|---|
| | Gardens and Green Areas | 27.9.2023 | Department official requested digital data (in cad, shp, kmz or similar format) about Project's boundaries in order to be able to provide the opinion of the department. |
| | | 28.9.2023 | Requested Project route information along with ESIA document set provided via online data transfer |
| | | 19.10.2023 | Our Department maintains various units within the boundaries of the area specified in the attachment of the relevant letter and in its immediate surroundings. Other than these, we do not have any projects, facilities or investments planned, and the limits in question have been sent to you as an attachment to our reply letter. It is our opinion that no trees should be damaged during any intervention or application within the scope of the project and that works should be done in accordance with accessibility principles. |
| 0228 | Arnavutköy Municipality City Planning and Project Directorate | 24.8.2023 | Project's invitation letter |
| | | 10.10.2023 | Request for corporate information of Nakkaş, Inc. |
| | | 10.10.2023 | The requested information is provided over the telephone by CLO. |
| | | 16.10.2023 | Official opinion of the Directorate:<br><br>Our Directorate does not have objection provided that compliance with environmental plans is ensured and our opinion is obtained before final works in the works to be carried out under the current Zoning Plans, Spatial Plans Construction Regulation, Zoning Law No. 3194, Law No. 6306 on the Transformation of Areas Under Disaster Risk, İSKİ Drinking Water Basins Regulation and in line with the opinions of the relevant institutions. |
| 0239 | KGM 18th Division Directorate | 19.10.2023 | Query to Project Hotline requesting contact information of KGM Expropriation Office at Sazlidere Site. |
| 0265 | IBB Environmental | 24.8.2023 | Project's invitation letter |

| | | | |
|---|---|---|---|
| | Preservation Directorate | 30.10.2023 | Reply letter of the Directorate stated that they may response only to requests from Turkish Ministry of Environment, Urbanisation and Climate Change or the Provincial Directorate of the Ministry and that queries must be submitted via such authorities. |

* No inquiry was received from the NGOs with whom ESIA package was shared and who were invited to participate in the public consultation process. Engagement with the listed NGOs and more are planned to be conducted in line with the Project schedule.

## Appendix C – Summaries of the Q&A Sessions in Neighbourhood Meetings

**C.1 Deliklikaya Neighborhood Meeting, 18 September 2023**

***Panel: Mehmet Cihan Değer (SPV Deputy GM, Nilgül Pelit (SPV Social Manager), Sema Tepe (EPC Expropriation Chief)***

| | |
|---|---|
| Which part of our village will the motorway cross? | Demonstrated on the map. |
| Do you have prior motorway experiences? | Nakkaş Motorway, Inc. is a company established specific to this purpose. However, the partners of the company have pertinent experience. |
| Is this the early project design stage or has there been a tender for the entire project? | The tender has been finalized. Expropriation boundaries have been determined together with KGM according to the Project design. |
| If my field is expropriated, can I receive a field at another location? | This is referred to as barter (trampa). Although it has a place in the legal system, this method cannot be implemented due to the fact that KGM does any own any parcels elsewhere. |
| Regarding expropriation valuations, are they appraised according to fair market value or equivalence value? For example, my plot which is near the industrial zone is similar in value at USD1000 to a plot inside the industrial zone. Will KGM pay me this price? | KGM is willing to pay this sum. The pricing in this Project is determined at international standards. Price data is collected from realtors, exemplar title deeds, information from municipalities are collected toward price appraisals. Zoning status is also important in appraisals. Each zone is evaluated separately. Whether a plot is agricultural or has building permit is considered in valuation. |
| Who are the partner companies of Nakkaş, Inc.? | Rönesans. The company has experience at both national and international level regarding infrastructure investments. |
| Who will construct the toll plazas and the connecting roads around the industrial zone? | The Project will construct up to the toll plazas. The local roads beyond those points will be built by the municipalities. |
| What will be the contribution of this road to our village? | Arrival of the motorway means development for this region. It means facilitation of transportation. It means job opportunities. The Project will enable ease of access to other parts of Istanbul. |

| | |
|---|---|
| How are the relations with the industrial zone? | We are in communication with the industrial zone. Entry and exit points have been designed accordingly. This is a flourishing industrial zone. We have made design changes after consulting with them in compliance with their future plans. |
| Is the number of toll collection points reduced? | The locations of the toll points have been demonstrated on the map. Plans for fast passage system has been emphasized. |
| Will there be foreign financing? | The Project will use foreign financing along with a Build-Operate-Transfer model. |
| Are there foreign companies among the partners? | Yes. A French company with whom we worked together in different projects will be an investor. |
| You will not use local neighborhood roads during construction, will you? Our existing roads are narrow. Perhaps there will be significant traffic stemming from excavated soil. | We do not want to impact your daily lives. The traffic plan states that we do not pass through this neighborhood (as far as I know). We plan to open a service route parallel to our motorway route. We will not take action before expropriation is completed. |
| Our most important sensitivity is excavation, stemming from previous projects. (Unauthorized dumping of excavated materials, soil, etc.) | We are very sensitive in this regard. We have taken action about tracking excavation trucks digitally. Speed, loading capacity and current location will all be under monitoring. |
| Is this project related to urban transformation? | No. We are only building a motorway. North Marmara Motorway has been registered into the zoning plans in the 90ies. And we are building the 8th section of this motorway. |
| When will the project start and finish? | We aim to begin construction at the end of this year and open the motorway to service around May of 2026. |
| What is the situation with expropriation values at the present? | We cannot pronounce the prices. This is confidential information between KGM and the property owner. Announcing the prices have resulted with grievances in the past. KGM has updated the prices at the beginning of 2023. (Contact information of KGM has been given to the stakeholders.) |

| | |
|---|---|
| This area was a path of bird migration. Wildlife has dwindled when the industry took hold. | We have conducted studies about these issues as well. You will find relevant information in the LAPRD and NTS documents, which you can freely take after this meeting. |
| We do not have a health center in our neighborhood. We would be pleased if you built one for us. | We are preparing a Community Development Plan. I don't know if a health center may be possible, but we will work toward contributing to the communities. If you could convey to us the needs of the region, we will consider them in our planning. |

**C.2 Yeşilbayır Neighborhood Meeting, 19 September 2023**

***Panel: Mehmet Cihan Değer (SPV Deputy GM, Nilgül Pelit (SPV Social Manager), Bekircan Zaim (KGM Expropriation Specialist)***

| | |
|---|---|
| Are expropriation prices determined? Will you give us renewed expropriation prices? | We cannot pronounce prices. This is confidential information between KGM and property owner. Pronouncing the prices has caused grievances in the past (equipped with exclusive price information, buying low from the villagers and selling to KGM at higher prices).<br><br>(KGM contact information has been shared.)<br><br>Normally, KGM determines a price bracket. However, in this project the high point of the bracket is proposed to the property owners. As it does every year, KGM has updated the prices for 2023 at the beginning of this year as well.<br><br>The prices are being determined at the moment. One third of expropriation has been completed. |
| If a property owner does not accept the expropriation price, how does the process proceed? | Although we have allowance for urgent expropriation decisions, our priority is to resolve the issues by negotiation.<br><br>Being not content with one notification, we resort to second notification.<br><br>(KGM official provided information about the legal procedures and explained to parcel owners their legal rights.) |

| | |
|---|---|
| Does the project begin before the court process is completed? | There is no entry to land before the completion of the Article 27 court case. No action is taken before the due amount determined by the court is deposited to your account. Regarding the urgent expropriation case, the due amount is deposited, expropriation decision is given but the court process continues. We sign a protocol with you to enter your land. We provide additional benefits within the scope of Resettlement Action Plan (RAP). Meanwhile, you retain your right to object as per Article 10 and thereby the procedure may continue. |
| Does the motorway pass through our parcel? | Contact information is exchanged in order to get back to the stakeholder. |
| Expropriation prices in previous projects were very low. The villagers were aggrieved. In this project, will the prices be paid at up-to-date value or will it be once again very low? | The lenders, the Project and KGM are all very sensitive in this project because international financing is in question. Banks have hired independent consultants to audit the valuation method of KGM. |
| May I plant crop in my field, which will be expropriated this year? | Our rural development expert will be in contact with you. If there is any aggrievance stemming from us, we will have support mechanisms. Although you may not have planted any crop, we will evaluate the agricultural activity as if you have harveste and provide necessary support. |
| When will the construction begin? | (The sequence of commencement of the construction was demonstrated on the map.)<br><br>We plan to begin construction around December. |
| When will the construction activity reach our region? | Although it may vary, we estimate the middle of 2024 for this area. |

**C.3 Sazlıbosna Neighborhood Meeting, 20 September 2023**

***Panel: Mehmet Cihan Değer (SPV Deputy GM), Onur Kantar (EPC Technical Design Manager), Sema Tepe (EPC Expropriation Chief)***

| | |
|---|---|
| Will it be possible to plant in our fields near the expropriation areas? | We will absolutely not going to go beyond the areas that are subject to expropriation. You may continue your agricultural activities. If there is no agricultural activity in your plot of land and if we need to use your land during construction, we will sign a protocol with you if you permit our use of your land. |
| Will there be under- and overpasses at the location of our neighborhood on the route? | Under- and overpass locations were demonstrated on the map. The fact that the existing road are maintained has been emphasized. It has been stated that the north-south axis has not been severed. It has been mentioned that location of contingency toll locations and connecting roads have been reserved to allow for future zoning plans. |
| Will there be an exit at Hadimköy? | (Hadimköy and Deliklikaya junctions were demonstrated on the map.) |
| What kind of support will you have for the farmers? | (Rural Development Expert gave information about how the RAP benefits would be provided and how the communication would ensue, and also emphasized that property owners and the Project would cooperate.)<br><br>After the completion of the road, the zoning plan will be revised for your plots that remain in the green zone. Your parcels will be transferred elsewhere to be regulated. |
| Will there be any service stations on the motorway? | No. |
| What will happen if payment of expropriation due amount is delayed? | Payment must be made within 45 days of the agreement. You retain your right to demand legal interest in the event of any delay. |
| Did you exceed 3300 TL in [expropriation] prices? | Although prices vary according to the qualities of the parcel, there is no appraisal specific to an individual. |

**C.4 Nakkaş Neighborhood Meeting, 21 September 2023**

***Panel: Mehmet Cihan Değer (SPV Deputy GM, Nilgül Pelit (SPV Social Manager), Sema Tepe (EPC Expropriation Chief), Bekircan Zaim (KGM Expropriation Specialist)***

| | |
|---|---|
| What will happen to cultivated lands? | We will specify benefits about how you may continue your activities without reducing your income.<br><br>Our Rural Development Expert will get in contact and consult with you. |
| Will you start construction in our neighborhood this year? Will we be able to plant our crops? | If construction activity starts, we will compensate you for your loss of crop and your damages.<br><br>In this particular area, the start of construction activity may well be in the second half of next year. We may inform you about our expropriation plan if you give us your contact information. |
| We are tenants. Who will benefit from the support you are providing? The owner of the plot or we? We can decide on what sort of crop to plant if we remain in contact with you. | We only address whoever uses the land and compensate only for their loss.<br><br>Our Rural Development Expert will be in touch with you continuously and act as your consultant. If you have a loss of income, we will compensate you. |
| What is the total area of expropriation in our neighborhood in terms of squaremeters? | We can say there will be expropriation in 91 parcels in this neighborhood. |
| What is the current expropriation price? | We cannot pronounce prices. This is confidential information between KGM and the property owner. Pronouncing the prices has caused grievances in the past (equipped with exclusive price information, buying low from the villagers and selling to KGM at higher prices, and intimidation, etc.).<br><br>(KGM contact information has been shared.)<br><br>As they do every year, KGM has updated the prices for 2023 at the beginning of this year as well. |

| | |
|---|---|
| | Normally, KGM determines a price bracket. However, in this project the high point of the bracket is proposed to the property owners.<br><br>(Additional benefits by the Project regarding transfer of title deeds during expropriation were explained.) |
| How many exits does the motorway have? | It has been emphasized that there are 10 junctions and their locations were demonstrated on the map. |
| Is there a connecting road to the E-6 motorway? (Karaagac connection) | The Karaagac junction has been removed from the project. |
| Will your excavation trucks pass through our village? We have had problems before about this issue. | We will not have any activity in areas where we don't have expropriation. During construction, if we need to use an unexpropriated plot of land, and if the owner of the plot allows us, we will sign a protocol with them and enter the land thereafter. We are working on a traffic plan about using the existing roads. We will provide safe passage of excavation trucks. We are planning such that social life would not be affected in any way. We have a plan in place to monitor excavation trucks in terms of speed, loading capacity and current location. |
| We would like to receive the expropriation due amounts at once. It has been 3.5 months since we had an agreement. | The due amount has to be paid within 45 days of agreement. In the event of delay, you retain your right to demand legal interest. We may help you with pursuing your right to demand interest payment. |
| Why are there variances in prices in the same region? | Regarding the region you mentioned, it is partly covered in zoning plans and partly not. Hence the variation. |
| Did you plan a high bridge at the location where Kanal Istanbul would be? | The height of the bridge is not contingent upon Kanal Istanbul. Vertical and lateral curvatures of the motorway have to adhere to certain standards. There is a need for a bridge at that particular point because of the dam. A viaduct was also possible but in that case there would be too many columns. A design that would have a smaller footprint on the terrain and provide driving comfort as well has been preferred. |

**C.5 Şamlar Neighborhood Meeting, 22 September 2023**

***Panel: Mehmet Cihan Değer (SPV Deputy GM, Nilgül Pelit (SPV Social Manager), Onur Kantar (EPC Techincal Design Manager), Tuba Özdemir (RAP Implementation Consultant)***

| | |
|---|---|
| Muhtar of Kayabasi neighborhood:<br><br>You study the construction and operation phase impacts. However, interrupting the construction also has impacts on the environment and social life. Had the necessary financing and infrastructure been provided, perhaps this road may have been completed today. How long will this delay continue? People and animals cannot get across at those points. Unfortunately there are such complaints. There is visual disturbance. | In the Project, essential land preparation works were carried out in a limited area for a certain period of time in the past as preliminary works. All field work has been terminated as the potential for stakeholder consultation activities to contribute to the Project design is a priority.<br><br>In this respect, stakeholder opinions are taken before the construction phase of the Project begins. It would be possible to start construction works in the route area after the completion of this critical environmental and social impact assessment phase.<br><br>When our efforts to create the Draft ESIA Report was completed on August 24, we disclosed all documents. We decided to get all opinions from all of our stakeholders including non-governmental organizations, the public, and individuals. We will receive comments until 30 October, and present them back to the lender institutions. Following the approval of the ESIA Report by the banks, we expect to start construction around the end of the year. We aim to put the highway into service in mid-2026.<br><br>If there is any inconvenience, please let us know so we can find a solution. We have previously provided support to eliminate grievances caused by the halt of construction. We will make the necessary arrangements to resolve your grievances. |
| What percentage of expropriation has been completed?<br><br>If the property owner does not accept the offered price, will there be a court procedure or urgent expropriation? Here, 2500 TL is given to a plot but the value of the land adjacent to the expropriated plot is around 5000TL. | To date, 30% of expropriation has been completed. KGM is at a decision stage concerning whether to proceed with initiating court procedures or to conduct once again a valuation process to be followed by sending notifications. |

| | |
|---|---|
| If KGM carries out a new valuation, what will happen to the property owners that have opted to make agreements in the past. | Unfortunately this is a situation brought about by the economic situation in the country. Valuation is made by KGM but we monitor the valuation method. Even the banks monitor the method so that there is no grievance. |
| Will there be any crossing to the Deliklikaya direction from our neighborhood? | Our general principle is to provide passage to your parcel if you cannot reach your parcel because of a hindrance by the Project. Concerning this issue, all of our team will be involved to plan various benefits in consultation with you.<br><br>(Locations of under- and overpasses has been demonstrated on the map, and it was stated that crossings would be planned during construction.)<br><br>If any of your agricultural activity is hindered due to the Project, we will provide benefits for such losses. |

## Appendix D – ESIA Disclosure Materials

D.1 – Newspaper Ads
D.1.1 Sabah daily
D.1.2 Hürriyet daily

D.2 – Posters
D.2.1 General Announcement Poster
D.2.2 Village Meetings Poster
D.2.3. Women's Meetings Poster

D.3 ESIA Brochure
D.3.1 ESIA Brochure in Turkish
D.3.2 English translation of ESIA Brochure

D.4. Screenshots of Project website <www.Nakkaşotoyolu.com>

D.5 Correspondence with Institutional Stakeholders
D.5.1 Letter inviting public institutions to provide opinion on the ESIA Report
D.5.2 E-mail message to private institutions (NGOs) inviting them to participate in the consultation process

D.6.1. Sample reply letter to an individual stakeholder

D.7 ESIA Material in Arabic
D.7.1 ESIA Brochure in Arabic
D.7.2 Comment Form in Arabic

# D.1 – Newspaper Ads

Quarter-page advertisements published in the economy pages of Sabah and Hürriyet newspapers on Friday, August 25, 2023, announcing to the public that the Consultation Period has started.

### D.1.1 Sabah daily

.

SABAH EKONOMİ-FİNANS

06 25 AĞUSTOS 2023 CUMA

Editör: Oktay ÖZDABAKOĞLU · Tasarım: Halil NADAR

MERKEZ FAİZİ % 25'E ÇIKARDI

FAİZ KARARLARI

| Tarih | Faiz (%) | Değişim (puan) |
|---|---|---|
| 23 Eylül 2021 | 18.00 | -100 |
| 21 Ekim 2021 | 16.00 | -200 |
| 18 Kasım 2021 | 15.00 | -100 |
| 16 Aralık 2021 | 14.00 | -100 |
| 18 Ağustos 2022 | 13.00 | -100 |
| 22 Eylül 2022 | 12.00 | -100 |
| 20 Ekim 2022 | 10.50 | -150 |
| 24 Kasım 2022 | 9.00 | -150 |
| 23 Şubat 2023 | 8.50 | -50 |
| 22 Haziran 2023 | 15.00 | +650 |
| 20 Temmuz 2023 | 17.50 | +250 |
| 24 Ağustos 2023 | 25.00 | +750 |

EN YÜKSEK FAİZ ARTIRIMI

| Tarih | Artırım (Puan) |
|---|---|
| Kasım 2020 | 475 |
| Ocak 2014 | 550 |
| Eylül 2018 | 625 |
| Haziran 2023 | 650 |
| Ağustos 2023 | 750 |

KARARLILIK MESAJI

Merkez Bankası, faizi 750 baz puanla beklentilerin üzerinde artırarak enflasyonla mücadelede kararlılık mesajı verdi. Karar sonrası dolar yüzde 7'ye yakın düşerken, Türkiye'nin risk primi de 400 puanın altına geriledi

Türkiye Cumhuriyet Merkez Bankası (TCMB), dün gerçekleştirdiği Para Politikası Kurulu (PPK) toplantısında faizi beklentilerin üzerinde artırdı. Merkez Bankası Başkanı Hafize Gaye Erkan başkanlığında toplanan PPK, politika faizi olan bir hafta vadeli repo ihale faiz oranını 750 baz puan artırarak yüzde 25'e çıkardı. Böylece politika faizi son 4 yılın en yüksek seviyesine ulaşmış oldu. Ağustos toplantısı yeni başkan yardımcıları Cevdet Akçay, Hatice Karahan ve Fatih Karahan'ın katıldığı ilk PPK toplantısı olarak da kayda geçti.

3 AYDA 1.650 PUAN

Hafize Gaye Erkan'ın Merkez Bankası başkanlığına atanmasının ardından gerçekleşen 3 PPK toplantısında toplam 1650 baz puanlık faiz artırımı yapıldı. Merkez Bankası politika faizini haziranda 650, temmuzda ise 250 baz puan artırmıştı. Dün yapılan 750 baz puanlık artırım ayrıca Merkez Bankası'nın tek seferde gerçekleştirdiği en yüksek faiz artırımı olarak tarihe geçti. Politika faizindeki dünkü artırımın ardından 1 Eylül'den itibaren kredi kartında aylık faiz yüzde 2.81'e, nakit çekim faizi yüzde 3.57'ye, ticari kredide faiz üst limiti ise yüzde 56.3'e yükseldi. Önümüzdeki dönemde mevduat faizlerinin de yüzde 40'ı aşması bekleniyor.

ENFLASYON YÜKSELECEK

Para Politikası Kurulu toplantısı sonrası yapılan açıklamada, dezenflasyonun en kısa sürede tesisi, enflasyon beklentilerinin çıpalanması, fiyatlama davranışlarındaki bozulmanın kontrol altına alınması için parasal sıkılaştırma sürecinin devamına karar verildiği belirtildi. Yakın döneme ilişkin göstergelerin enflasyonun ana eğiliminde yükselişin sürdüğüne işaret ettiği kaydedilen duyuruda, "Bu gelişmede yurt içi talepteki güçlü seyir, ücret ve kur kaynaklı maliyet yönlü baskılar, hizmet enflasyonundaki katılık ve vergi düzenlemeleri belirleyici olmaktadır" denildi. Açıklamada bu unsurlara ek olarak, akaryakıt fiyatlarındaki yükselişin de etkisiyle enflasyon beklentilerinde ve fiyatlama davranışlarında öngörülenin üzerindeki bozulmanın, enflasyonun yıl sonunda Enflasyon Raporu'ndaki (Rapor) tahmin aralığının üst sınırına (yüzde 62) yakın seyredeceğine işaret ettiği vurgulandı. Açıklamada, "Bununla birlikte kurul, parasal sıkılaştırma adımlarının etkisiyle dezenflasyonun 2024 yılında rapor ile uyumlu şekilde tesis edileceğini öngörmektedir" görüşüne yer verildi.

SIKILAŞTIRMA SÜRECEK

Duyuruda, doğrudan yabancı yatırımların, dış finansman koşullarındaki iyileşme, rezervlerde süregelen artış ve turizm gelirlerinin cari işlemler hesabına desteğinin fiyat istikrarına güçlü katkıda bulunacağı kaydedildi. Politika faizinin, enflasyonun ana eğilimini geriletecek ve enflasyonu orta vadede yüzde 5 hedefine ulaştıracak parasal ve finansal koşulları sağlayacak şekilde belirleneceği belirtilen duyuruda, "Enflasyon görünümünde belirgin iyileşme sağlanana kadar parasal sıkılaştırma gerektiği zamanda ve gerektiği ölçüde kademeli olarak güçlendirilecektir" denildi. Duyuruda, kurulun, mevcut mikro ve makroihtiyati çerçeveyi, piyasa mekanizmalarının işlevselliğini artıracak ve makro finansal istikrarı güçlendirecek şekilde sadeleştirdiği aktarılarak, sadeleşme sürecinin, etki analizleri dikkate alınarak kademeli olarak devam edeceği bildirildi. Bu kapsamda, Türk Lirası mevduat payının artırılmasına yönelik düzenlemelerin parasal aktarım mekanizmasını güçlendireceği belirtilen duyuruda, kurulun, faiz artırımının yanı sıra parasal sıkılaştırma sürecini destekleyecek seçici kredi ve miktarsal sıkılaştırma kararları almaya devam edeceği kaydedildi.

DOLAR ÇAKILDI

Merkez Bankası'nın faizin kararı, borsayı banka hisseleri öncülüğünde uçururken, kurda sert geri çekilme yaşandı. Endeks gün içerisinde yüzde 4'e yakın yükselerek 7.872 puana çıktı. Bankacılık endeksindeki yükseliş ise yüzde 9'a ulaştı. Türkiye'nin 5 yıllık kredi risk primi (CDS), faiz kararı sonrası yaklaşık 40 baz puan gerileyerek 370 puanın altına indi. Dolar yüzde 7'lik düşüşle 25.30 liranın altına gerileyerek 26 Haziran'dan bu yana en düşük seviyeyi gördü. Euro da 27.50 liranın altına düştü. Analistler, faiz kararının, TCMB'nin enflasyonla mücadelede ne kadar ciddi olduğunu gösterdiğini kaydetti.

ÖNCELİĞİMİZ FİYAT İSTİKRARI

HAZİNE ve Maliye Bakanı Mehmet Şimşek, Türkiye Cumhuriyet Merkez Bankası'nın (TCMB) faiz kararının ardından, enflasyonla mücadelede kararlılık mesajı verdi. Bakan Şimşek, TCMB Para Politikası Kurulu'nun (PPK), politika faizi olan bir hafta vadeli repo ihale faiz oranını 750 baz puan artırarak yüzde 25'e çıkarmasının ardından sosyal medya hesabından paylaşımda bulundu. Şimşek, paylaşımında, "Kararlıyız. Fiyat istikrarı en büyük önceliğimiz" ifadesini kullandı.

Kuşak ve Yol Projesi'nde ticaret hacmi 2 trilyon doları geçti

CHİNA Today dergisi Çin Cumhurbaşkanı Xi Jinping'in ortak gelecek vizyonunu kapağına taşıdı. "Evrensel güvenlik ve ortak refah" başlığıyla çıkan dergide, Çin Cumhurbaşkanı Xi Jinping'in 2013 yılında Kuşak ve Yol Girişimi'ni (KYG) önermesinin üzerinden on yıl geçtiği belirtildi. Çin ile KYG güzergâhında yer alan ülkeler arasındaki ticaret hacmi 1.04 trilyon dolardan 2.07 trilyon dolara çıktı.

Sahibinden.com Togg için harekete geçti

TİCARET Bakanlığı'nın, Togg'da ikinci el piyasadaki vurguna karşı önceki günkü hamlesi ve Rekabet Kurulu'nun 40.1 milyon lira tutarındaki cezasının ardından sahibinden.com harekete geçti. sahibinden.com, dün bakanlığın yaptığı açıklamayı, sitenin girişine koydu.

İnternet sitesinin açılış sayfasına eklenen Ticaret Bakanlığı duyurusunda, "Otomobil sektörünün lokomotifi olma yolunda büyük yol kat eden Togg ile ilgili manipülatif ve aldatıcı girişimler hakkında gerekli hukuki müeyyideler kararlılıkla uygulanacak" denildi.

NAKKAŞ OTOYOL YATIRIM

Nakkaş-Başakşehir Otoyolu Projesi
Çevresel ve Sosyal Etki Değerlendirmesi
Kamuoyu ve Paydaşlar ile Danışma Duyurusu

T.C. Ulaştırma ve Altyapı Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından başlatılarak ilk yedi kesimi hizmete açılan Kuzey Marmara Otoyolu (KMO) Projesi'nin son kesiminde, Nakkaş-Başakşehir Otoyolu Projesi (8. Kesim) yer almaktadır. Ana hat uzunluğu 24,17 km olan Proje, bağlantı yolları ve kavşaklar da içermektedir.

KGM, Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi kapsamında ihale düzenlemiştir. İhale sonucunda Nakkaş Otoyol Yatırım ve İşletme A.Ş. ile 13 Nisan 2021 tarihinde sözleşme imzalanmıştır. Nakkaş Otoyol Yatırım ve İşletme A.Ş., yapım ve işletme dönemleri dahil toplam 20 yıllık süre sonunda otoyolun tüm bölümlerini KGM'ye devredecektir.

Proje süreçlerinden biri de uluslararası standart ve kurallara uygun bir **Çevresel ve Sosyal Etki Değerlendirmesi**'nin (ÇSED) tamamlanmasıdır. ÇSED Raporu'nun bulguları, paydaşlar ile danışma süreci kapsamında, 30 Ekim 2023 tarihine kadar kamuoyunun açık görüşüne sunulmuştur.

**Görüşlerinizi Bekliyoruz!**

Taslak ÇSED Raporu ve Proje hakkında bilgiler, **www.nakkasotoyolu.com** adresindeki internet sitesinden indirilebilir veya aşağıda adresleri belirtilen Halk Bilgilendirme Noktaları'nda okunabilir.

Taslak ÇSED Raporu'nda yer alan bulgular ve Proje ile ilgili görüş, yorum ve sorularınızı en geç 30 Ekim 2023 tarihine kadar e-posta yoluyla **info@nakkasotoyolu.com** hesabına ya da mektupla aşağıdaki paydaş iletişim adresine yazılı olarak veya telefonla **0 800 655 10 00** numaralı ücretsiz Proje Hattı'nı arayarak ve ayrıntıları aşağıda bulacağınız bilgilendirme noktalarında ve ÇSED Bilgilendirme Günleri'ni ziyaret ederek iletebilirsiniz. Görüş ve yorumlarınız, Taslak ÇSED Raporu'nun nihai hale getirilmesi ve Proje'nin geliştirilmesi kapsamında değerlendirilecektir.

Paydaş İletişim Adresi:
Nakkaş-Başakşehir Otoyolu Projesi ÇSED Danışma Süreci
KMO Şantiyesi Muratdere Caddesi No. 134/2 Şahintepe Mahallesi 34494 Başakşehir, İstanbul

**Bilgi ve Belgelere Erişebileceğiniz Noktalar**

Proje ile ilgili bilgi ve belgelere, **Arnavutköy** ilçesine bağlı Deliklikaya, Hadımköy, Hastane, Ömerli, Sazlıbosna ve Yeşilbayır; **Avcılar** ilçesine bağlı Tahtakale, **Başakşehir** ilçesine bağlı Bahçeşehir 1. Kısım, Başak, Başakşehir, Güvercintepe, Kayabaşı, Şahintepe ve Şamlar ile **Çatalca** ilçesine bağlı Nakkaş mahallelerinin muhtarlıklarında, bu dört ilçenin belediye başkanlıklarında ve Halk Bilgilendirme Ofisleri'nde erişebilirsiniz.

Halk Bilgilendirme Ofisleri: 30 Ekim 2023 tarihine kadar, pazar hariç haftanın her günü 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.

Sular Vadisi girişi: Yunus Emre Caddesi,
Fatih Terim Stadyumu karşısı, Başak, Başakşehir

Ayasofya Caddesi, Konuk Sokak No.37/A
Hastane Mahallesi, Hadımköy, Arnavutköy

Kayaşehir Kapalı Pazar Alanı bahçesi:
Rabia Caddesi, Başakşehir

Başakşehir Millet Kıraathanesi bahçesi:
Adnan Menderes Bulvarı, Kayabaşı, Başakşehir

Bahçeşehir Kültür ve Yaşam Merkezi:
Seyhan Cd., Aksu Deresi Sk. No.3 Bahçeşehir 1. Kısım

**ÇSED Bilgilendirme Günleri**

Kamuya açık alanlarda üç ÇSED Bilgilendirme Günü düzenlenecektir. Bu etkinliklerde, Proje'nin paydaşları ÇSED bulgularını inceleyebilecek, görüş, yorum ve sorularını bildirebilecektir. Proje ekibinin mensupları soruları cevaplamak ve görüşleri almak üzere etkinliklerde hazır bulunacaktır. Ek bilgiye, Proje'nin internet sitesinde yer alan Paydaş Katılım Planı'ndan erişebilirsiniz.

**Cafe Keyf**
14 Eylül 2023, Perşembe
Ayasofya Caddesi, No.36 Hadımköy, Arnavutköy

**Necdet Yıldırım Kültür ve Yaşam Merkezi**
15 Eylül 2023, Cuma
Boğaziçi Sokak No.6 Kayaşehir, Başakşehir

**Muhsin Ertuğrul Kültür ve Sanat Merkezi**
16 Eylül 2023, Cumartesi
Şehit Polis Gaffar Okkan Caddesi No.9 Bahçeşehir 2. Kısım

ÇSED Bilgilendirme günleri 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.

**Hassas Grupların Katılımı**

Sağlık sorunları nedeniyle hareket imkanı kısıtlı bireyler, yaşlılar ve küçük çocukları olduğu için süreç etkinliklerine katılamayacağını düşünen kadınlar dahil tüm hassas grupların katılımını teşvik etmekteyiz. Gelecek talepler ve saptadığımız ihtiyaçlar doğrultusunda, etkinlik takviminde yer almayan özel toplantıların düzenlenmesi de söz konusu olabilecektir.

Sağlık sorunlarınız etkinliklerimize erişiminizi kısıtlıyorsa, ulaşım imkanı sağlanması için etkinlik tarihinden dört gün önce 0 800 655 10 00 numaralı Proje Hattı'nı ücretsiz arayarak destek talep edebilirsiniz. Kadınların etkinliklere rahat katılımı için, üç ÇSED Bilgilendirme Günü'nde gözetmen nezaretinde küçük çocuklara yönelik oyun alanı oluşturulacaktır.

Hassas grup mensubuysanız danışma sürecine katılımınızla ilgili endişelerinizi gidermek için Proje Hattı'nı güvenle arayabilirsiniz.

**Nakkaş-Başakşehir Otoyolu Projesi'ne gösterdiğiniz ilgiye teşekkür eder, önümüzdeki günlerde etkinliklerimize katılmanızı ve görüşlerinizi bildirmenizi bekleriz.**

SABAH 06 CMYK

## D.1.2 Hürriyet daily

Hürriyet Ekonomi 7 — 25 Ağustos 2023 Cuma

DOLAR 25,754 Değişim -146,30 Kr | EURO 28,046 Değişim -149,60 Kr | 24 AYAR ALTIN 1.588 Değişim -89,44 TL | BORSA İSTANBUL 7.491 Değişim -111 puan | FAİZ 21,88 Değişim 3,12 puan

ENFLASYON (TÜFE, Temmuz yıllık) 47.83 / PETROL (dolar) 82.94 / BENZİN 37.74 TL 1.698,3 TL / MOTORİN 37.86 TL 1.703,7 TL

# MERKEZ'DEN ŞAHİN FAİZ ÇIKIŞI

**Piyasaların 'Asıl gösterge bu' diyerek merakla beklediği dünkü Merkez Bankası toplantısından beklentilerin üzerinde faiz kararı çıktı. Üç üyesi yenilenen Para Piyasası Kurulu, politika faizini 750 baz puan artırdı. Böylece Hafize Gaye Erkan'ın başkanlığından bu yana geçen son üç aylık dönemde faiz üç kez artırılarak yüzde 8.5'ten yüzde 25'e yükselmiş oldu.**

Neşe KARANFİL ANKARA

MERKEZ Bankası'ndan sürpriz bir faiz kararı geldi. Merkez Bankası Başkanı Hafize Gaye Erkan başkanlığında toplanan Para Politikası Kurulu (PPK) politika faizini 750 baz puan artırdı. Kararın ardından dolar kurunda yüzde 2'ye yakın gerileme yaşandı. Karar öncesi 27.22 seviyesinde olan dolar kuru kapanışta 25.83 seviyesine geldi. Hazine ve Maliye Bakanı Mehmet Şimşek de karar sonrasında, sosyal medya hesabından "Kararlıyız! Fiyat istikrarı en büyük önceliğimiz" değerlendirmesini yaptı.

### ÜÇ YENİ ÜYEYLE İLK TOPLANTI

Erkan başkanlığında yapılan PPK toplantısına dün Osman Cevdet Akçay, Elif Haykır Hobikoğlu, Yaşar Fatih Karahan ve Hatice Karahan katıldı. 28 Temmuz günü Merkez Bankası'nda görev değişikliği olmuştu. PPK üyesi de olan üç başkan yardımcısı görevden alınmış ve yerlerine Cevdet Akçay, Fatih Karahan ve Hatice Karahan atanmıştı. Yeni üyelerin atanmasından sonra ilk toplantıda politika faizi 750 baz puan artırılmış oldu.

Hafize Gaye Erkan'ın başkan olarak atanmasının ardından ilk PPK toplantısı 22 Haziran'da yapılmış ve politika faizi yüzde 8.5'dan 15'e yükseltilmişti. 20 Temmuz tarihindeki PPK'da politika faizi yüzde 17.5'a çıkarıldı. Böylece üç aylık dönemde politika faizi yüzde 8.5'ten yüzde 25'e yükseldi.

### POLİTİKA FAİZİ YÜZDE 25 OLDU

PPK sonrası yapılan açıklamada, politika faizi olan bir hafta vadeli repo ihale faiz oranının yüzde 17.5'ten yüzde 25 düzeyine yükseltilmesine karar verildiği belirtildi. Açıklamada Kurul'un dezenflasyonun en kısa sürede tesisi, enflasyon beklentilerinin çıpalanması, fiyatlama davranışlarındaki bozulmanın kontrol altına alınması için parasal sıkılaştırma sürecinin devamına karar verdiği kaydedildi.

Merkez Bankası Başkanı Hafize Gaye Erkan başkanlığındaki PPK, faizi yüzde 17.5'ten yüzde 25'e çıkararak piyasayı şaşırttı.

### YÜZDE 62'Yİ İŞARET ETTİ

PPK açıklamasında yakın döneme ilişkin göstergelerin enflasyonun ana eğiliminde yükselişin sürdüğüne işaret ettiğine değinildi. Açıklamada "Bu gelişmede yurt içi talepteki güçlü seyir, ücret ve kur kaynaklı maliyet yönlü baskılar, hizmet enflasyonundaki katılık ve vergi düzenlemeleri belirleyici olmaktadır" denildi.

Son enflasyon raporunda Merkez Bankası yıl sonu enflasyonu için orta noktası yüzde 58 olmak üzere, yüzde 54 ila yüzde 62 aralığında tahmin etmişti. Bu durumda enflasyonun yıl sonunda yüzde 62'ye yakın seyredeceği anlaşılıyor.

Hazine ve Maliye Bakanı Mehmet Şimşek, sosyal medya hesabından, "Kararlıyız" mesajı verdi.

### GEREKTİĞİ ÖLÇÜDE KADEMELİ

Politika faizinin, enflasyonun ana eğilimini geriletecek ve enflasyonu orta vadede yüzde 5 hedefine ulaştıracak parasal ve finansal koşulları sağlayacak şekilde belirleneceğinin vurgulandığı açıklamada, "Enflasyon görünümünde belirgin iyileşme sağlanana kadar parasal sıkılaştırma gerektiği zamanda ve gerektiği ölçüde kademeli olarak güçlendirilecektir" denildi.

### KARARLAR ALMAYA DEVAM EDECEK

PPK açıklaması şöyle devam etti: "Sadeleşme süreci, etki analizleri dikkate alınarak kademeli olarak devam edecektir. Bu kapsamda, Türk Lirası mevduat payının artırılmasına yönelik düzenlemeler parasal aktarım mekanizmasını güçlendirecektir. Kurul, faiz artırımının yanı sıra, parasal sıkılaştırma sürecini destekleyecek seçici kredi ve miktarsal sıkılaştırma kararları almaya devam edecektir."

# 7.5 puanlık artış ne anlama geliyor

1. NORMALLEŞME İÇİN ÖNEMLİ BİR EŞİK
2. TÜRK LİRASINA GÜVEN TAZELENECEK
3. NET REZERVLERDEKİ DÜŞÜŞÜ ÖNLEMEYE DESTEK
4. ENFLASYONLA MÜCADELEDE KARARLI DURUŞ
5. KREDİ KARTI VE TİCARİ KREDİ FAİZLERİNDE YÖN YUKARI ÇIKACAK
6. YABANCI YATIRIMCI İÇİN POZİTİF BİR MESAJ

ANALİZ — Gamze ŞENER

TÜRKİYE Cumhuriyet Merkez Bankası'nın piyasa beklentilerinin üzerinde açıkladığı politika faizinin ardından karar, ekonomistler ve analistler tarafından pozitif karşılandı. Bugüne kadar ekonomi yönetiminden gelen sıkılaşma ve rasyonelleşme mesajlarının, atılan bu adımla önemli şekilde desteklendiği görülürken; önümüzdeki dönemde kredi kartı ve ticari kredi faizlerinin yükseleceği uyarısı da yapıldı. Karar sonrası öne çıkan yorumlardan biri de temmuz ayı sonunda Merkez Bankası'na atanan üç başkan yardımcısı Cevdet Akçay, Fatih Karahan ve Hatice Karahan'ın etkilerinin görülmesine ilişkindi.

Merkez Bankası'nın şahin kararına, piyasaların tepkisi de sert oldu. Hem dolar/TL'de hem de Euro/TL'de düşüş yüzde 5'e yaklaştı. Karar öncesi 27.22 seviyesinde olan dolar/TL'de kararın hemen ardından hızlı bir düşüş görüldü ve kur 26.81 seviyesine çekildi. Kapanışta ise 25.83 seviyesi kaydedildi. Euro/TL ise 29.62 seviyesinden 27.52 seviyesine geriledi ve kapanışta 28.14 oldu.

BIST 100'de ise kararın hemen ardından hızlı bir yükseliş kaydedildi ve 7.700 seviyelerindeki borsa gün içinde en yüksek 7.872 seviyesini gördü. Bankacılık ise yüzde 9'a yaklaşan yükselişle, öne çıkan sektör endeksi oldu. Borsa İstanbul günü yüzde 1.45 düşüşle 7.491 puandan tamamladı.

TEPAV DİREKTÖRÜ EKONOMİST DR. BURCU AYDIN ÖZÜDOĞRU:

### NORMALLEŞME İÇİN ÖNEMLİ BİR UMUT IŞIĞI

MERKEZ Bankası'nın politika faiz oranını 750 baz puan artırarak yüzde 25'e çıkarma kararı piyasa beklentilerinin oldukça üzerinde oldu. Bu karar, özellikle son dönemde TL üzerinde artan baskıyı azaltmak ve Merkez Bankası'nın swap hariç net rezervlerindeki düşüşü önlemek adına oldukça faydalı bir karar. Bugünkü faiz kararı piyasalara para politikasında normalleşme konusunda önemli bir umut ışığı verdi. Ancak Merkez Bankası'nın bugün alınmış olduğu yüzde 25'lik politika faiz kararı aslında bankadan haziran ayında beklenen faiz oranıydı. Bu kararın zamanında alınmaması kaynaklı yaşanan kur şokları enflasyon üzerinde zıplamaya yol açmış ve yine bu dönemde gelen ücret artışları ve dolaylı vergi artışları kaynaklı enflasyon beklentileri yüzde 60 civarına yükselmişti. Böyle bir konjonktürde Merkez Bankası'nın atması gereken ilave adımlar uzun süreçli ve oldukça maliyetli olacaktır. TCMB'nin yeni başkan yardımcılarının PPK üzerindeki etkisi pozitif oldu.

IN TOUCH CAPITAL MARKETS ANALİSTİ PIOTR MATYS:

### TL'DEKİ YÜKSELİŞİN BAŞLANGICI OLABİLİR

TCMB piyasa beklentilerini önemli ölçüde aşarak, yatırımcılara faiz oranlarını yükselterek enflasyonu dizginlemeye kararlı olduğuna dair çok güçlü bir mesaj verdi. Karar, TL'ye olan güvenin yeniden tesis edilmesi açısından önemli bir adım. Türk lirasındaki yükselişin dünkü performansı, önümüzdeki haftalarda devam edecek bir sürecin başlangıcı olabilir. Cumhurbaşkanı Erdoğan'ın, bugünkü faiz kararını değerlendirmesi durumunda yapacağı açıklamalar da son derece önemli olacak. Eğer bugünkü karar için destek açıklaması gelirse, yatırımcıların kısa vadede TL'ye olumlu bir bakış açısıyla yaklaşması muhtemel.

ATA PORTFÖY GENEL MÜDÜR YARDIMCISI BATUHAN ÖZŞAHİN:

### METİNDEKİ MESAJLAR OLDUKÇA ŞAHİN

MERKEZ Bankası Para Piyasası Kurulu yeni üç üyesiyle birlikte uzun zamandan sonra ilk defa piyasaları şaşırtarak politika faizini yüzde 25 seviyesine yükseltti. Piyasa beklentisi yüzde 20'ydi. Toplantı metnindeki dikkat çeken mesajlar oldukça şahin. Borsanın ilk tepkisi de pozitif oldu. Tabi ki bu piyasadaki tüm faizleri, kredi kartı faizlerinden ticari kredi faizlerine kadar, her türlü faiz oranını yukarıya doğru çekecek. Yani borçlanmak daha pahalı hale gelecek. Ama ümit ediyoruz ki bununla birlikte dezenflasyon süreci başlar ve enflasyonun yüzde 60'ların üzerine çıkmasından sonra önümüzdeki sene yüzde 30-35 bandına gerilemesini görüyor olabiliriz. Sabah 420'lerde olan CDS seviyesinin de olan 382'ye kadar gerildiğini görüyoruz. Bu hem yabancı yatırımcılar hem de piyasalar açısından orta vadeli olarak çok iyi bir gelişme olacaktır.

### KREDİ KARTI FAİZİ YÜZDE 2.81

MERKEZ Bankası'nın politika faizini artırmasıyla birlikte kredi kartı işlemlerinde uygulanacak faizler de değişecek. Referans faiz yüzde 1.58'den yüzde 2.26'ya, kredi kartı işlemlerindeki faiz yüzde 2.13'ten yüzde 2.81'e, nakit çekimlerdeki faiz de yüzde 2.89'dan yüzde 3.57'ye yükselecek.

### GRAM ALTINDA ALIM FIRSATI

TCMB'nin faiz kararı sonrası gram altındaki fiyatlamayı değerlendiren Altın ve Para Piyasaları Uzmanı İslam Memiş, gram altında faiz kararı sonrası sert düşüşü alım fırsatı olarak yorumladı. Memiş, "Faiz kararı sonrası yaşanan sert düşüşler, gram altında da hissedildi. Gram altın dün serbest piyasalarda 1.662 liraya kadar geriledi. Ancak kurda ve altında düşüşlerin kalıcı olmayacağını öngörüyorum" dedi.


**NAKKAŞ OTOYOL YATIRIM**

**Nakkaş-Başakşehir Otoyolu Projesi Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma Duyurusu**

T.C. Ulaştırma ve Altyapı Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından başlatılarak ilk yedi kesimi hizmete açılan Kuzey Marmara Otoyolu (KMO) Projesi'nin son kesiminde, Nakkaş-Başakşehir Otoyolu Projesi (8. Kesim) yer almaktadır. Ana hat uzunluğu 24,17 km olan Proje, bağlantı yolları ve kavşaklar da içermektedir.

KGM, Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi kapsamında ihale düzenlemiştir. İhale sonucunda Nakkaş Otoyol Yatırım ve İşletme A.Ş. ile 13 Nisan 2021 tarihinde sözleşme imzalanmıştır. Nakkaş Otoyol Yatırım ve İşletme A.Ş., yapım ve işletme dönemleri dahil toplam 20 yıllık süre sonunda otoyolun tüm bölümlerini KGM'ye devredecektir.

Proje süreçlerinden biri de uluslararası standart ve kurallara uygun bir **Çevresel ve Sosyal Etki Değerlendirmesi**'nin (ÇSED) tamamlanmasıdır. ÇSED Raporu'nun bulguları, paydaşlar ile danışma süreci kapsamında, 30 Ekim 2023 tarihine kadar kamuoyunun açık görüşüne sunulmuştur.

**Görüşlerinizi Bekliyoruz!**

Taslak ÇSED Raporu ve Proje hakkında bilgiler, **www.nakkasotoyolu.com** adresindeki internet sitesinden indirilebilir veya aşağıda adresleri belirtilen Halk Bilgilendirme Noktaları'nda okunabilir.

Taslak ÇSED Raporu'nda yer alan bulgular ve Proje ile ilgili görüş, yorum ve sorularınızı en geç 30 Ekim 2023 tarihine kadar e-posta yoluyla **info@nakkasotoyolu.com** hesabına ya da mektupla aşağıdaki paydaş iletişim adresine yazılı olarak veya telefonla **0 800 665 10 00** numaralı ücretsiz Proje Hattı'nı arayarak ve ayrıntıları aşağıda bulacağınız bilgilendirme noktalarında ve ÇSED Bilgilendirme Günleri'ni ziyaret ederek iletebilirsiniz. Görüş ve yorumlarınız, Taslak ÇSED Raporu'nun nihai hale getirilmesi ve Proje'nin geliştirilmesi kapsamında değerlendirilecektir.

Paydaş İletişim Adresi:
Nakkaş-Başakşehir Otoyolu Projesi ÇSED Danışma Süreci
KMO Şantiyesi Muratdere Caddesi No. 134/2 Şahintepe Mahallesi 34484 Başakşehir, İstanbul

**Bilgi ve Belgelere Erişebileceğiniz Noktalar**

Proje ile ilgili bilgi ve belgelere, **Arnavutköy** ilçesine bağlı Deliklikaya, Hadımköy, Hastane, Ömerli, Sazlıbosna ve Yeşilbayır, **Avcılar** ilçesine bağlı Tahtakale, **Başakşehir** ilçesine bağlı Bahçeşehir 1. Kısım, Başak, Başakşehir, Güvercintepe, Kayabaşı, Şahintepe ve Şamlar ile **Çatalca** ilçesine bağlı Nakkaş mahallelerinin muhtarlıklarında, bu dört ilçenin belediye başkanlıklarında ve Halk Bilgilendirme Ofisleri'nde erişebilirsiniz.

Halk Bilgilendirme Ofisleri: 30 Ekim 2023 tarihine kadar, pazar hariç haftanın her günü 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.

Sular Vadisi girişi: Yunus Emre Caddesi, Fatih Terim Stadyumu karşısı, Başak, Başakşehir
Ayasofya Caddesi, Koruluk Sokak No.37/A Hastane Mahallesi, Hadımköy, Arnavutköy
Kayaşehir Kapalı Pazar Alanı bahçesi: Rabia Caddesi, Başakşehir
Başakşehir Millet Kıraathanesi bahçesi: Adnan Menderes Bulvarı, Kayabaşı, Başakşehir
Bahçeşehir Kültür ve Yaşam Merkezi: Seyhan Cd., Aksu Deresi Sk. No.3 Bahçeşehir 1. Kısım

**ÇSED Bilgilendirme Günleri**

Kamuya açık alanlarda üç ÇSED Bilgilendirme Günü düzenlenecektir. Bu etkinliklerde, Proje'nin paydaşları ÇSED bulgularını inceleyebilecek, görüş, yorum ve sorularını bildirebilecektir. Proje ekibinin mensupları soruları cevaplamak ve görüşleri almak üzere etkinliklerde hazır bulunacaktır. Ek bilgiye, Proje'nin internet sitesinde yer alan Paydaş Katılım Planı'ndan erişebilirsiniz.

Cafe Keyf
14 Eylül 2023, Perşembe
Ayasofya Caddesi, No.38 Hadımköy, Arnavutköy

Necdet Yıldırım Kültür ve Yaşam Merkezi
15 Eylül 2023, Cuma
Boğaziçi Sokak No.6 Kayaşehir, Başakşehir

Muhsin Ertuğrul Kültür ve Sanat Merkezi
16 Eylül 2023, Cumartesi
Şehit Polis Gaffar Okkan Caddesi No.9 Bahçeşehir 2. Kısım

ÇSED Bilgilendirme günleri 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.

**Hassas Grupların Katılımı**

Sağlık sorunları nedeniyle hareket imkanı kısıtlı bireyler, yaşlılar ve küçük çocukları olduğu için süreç etkinliklerine katılamayacağını düşünen kadınlar dahil tüm hassas grupların katılımını teşvik etmekteyiz. Gelecek talepler ve saptadığımız ihtiyaçlar doğrultusunda, etkinlik takviminde yer almayan özel toplantıların düzenlenmesi de söz konusu olabilecektir.

Sağlık sorunlarınız etkinliklerimize erişiminizi kısıtlıyorsa, ulaşım imkanı sağlanması için etkinlik tarihinden dört gün önce 0 800 665 10 00 numaralı Proje Hattı'nı ücretsiz arayarak destek talep edebilirsiniz. Kadınların etkinliklere rahat katılımı için, üç ÇSED Bilgilendirme Günü'nde gözetmen nezaretinde küçük çocuklara yönelik oyun alanı oluşturulacaktır.

Hassas grup mensubuysanız danışma sürecine katılımınızla ilgili endişelerinizi gidermek için Proje Hattı'nı güvenle arayabilirsiniz.

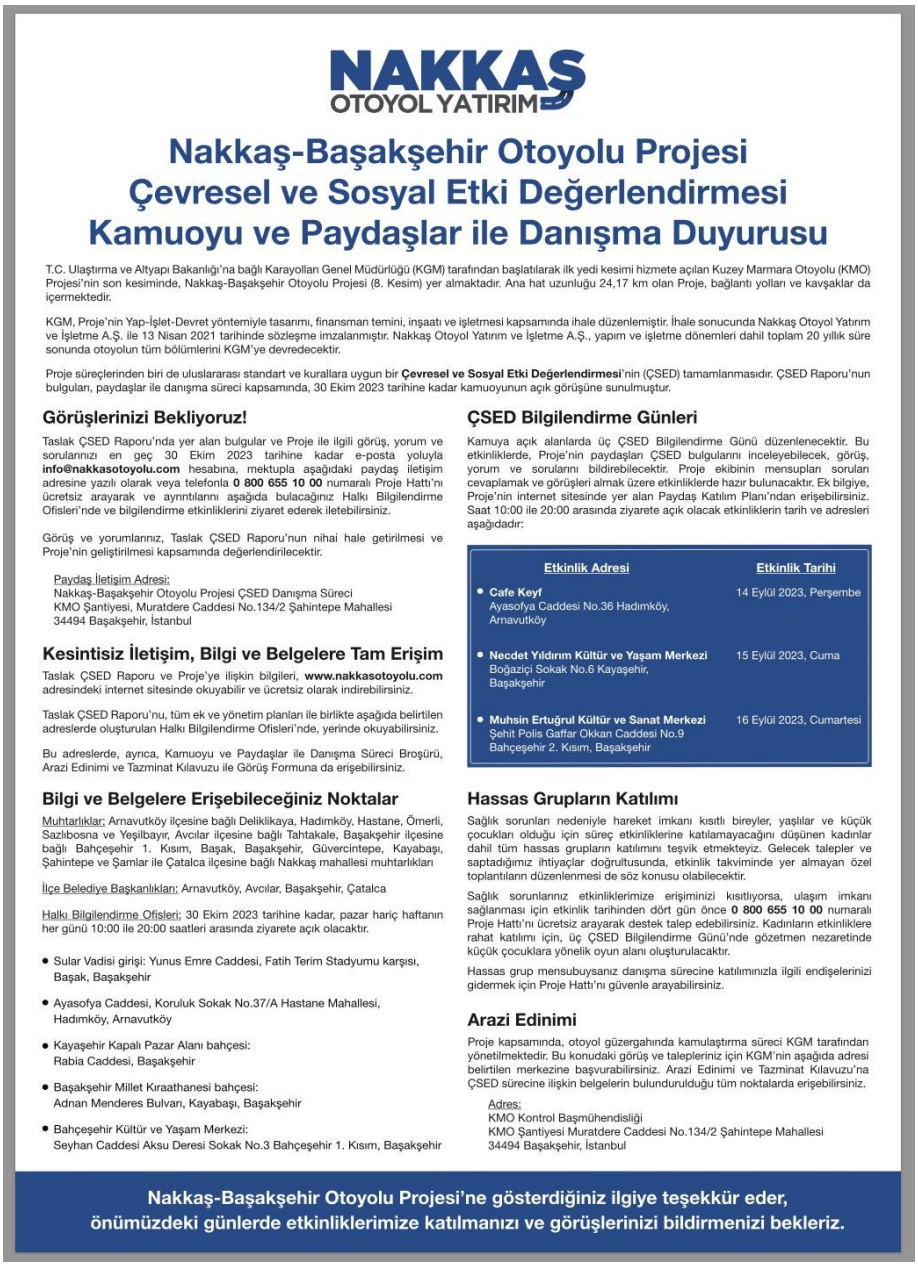
Nakkaş-Başakşehir Otoyolu Projesi'ne gösterdiğiniz ilgiye teşekkür eder, önümüzdeki günlerde etkinliklerimize katılmanızı ve görüşlerinizi bildirmenizi bekleriz.


.

## D.2 - Posters

Tailored announcement posters were prepared to announce the beginning of the Consultation Process and to invite stakeholders to day-long information events, women's meetings and village coffeehouse meetings.

### D.2.1 - General Announcement Poster



NAKKAŞ OTOYOL YATIRIM

# Nakkaş-Başakşehir Otoyolu Projesi Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma Duyurusu

T.C. Ulaştırma ve Altyapı Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından başlatılarak ilk yedi kesimi hizmete açılan Kuzey Marmara Otoyolu (KMO) Projesi'nin son kesiminde, Nakkaş-Başakşehir Otoyolu Projesi (8. Kesim) yer almaktadır. Ana hat uzunluğu 24,17 km olan Proje, bağlantı yolları ve kavşaklar da içermektedir.

KGM, Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi kapsamında ihale düzenlemiştir. İhale sonucunda Nakkaş Otoyol Yatırım ve İşletme A.Ş. ile 13 Nisan 2021 tarihinde sözleşme imzalanmıştır. Nakkaş Otoyol Yatırım ve İşletme A.Ş., yapım ve işletme dönemleri dahil toplam 20 yıllık süre sonunda otoyolun tüm bölümlerini KGM'ye devredecektir.

Proje süreçlerinden biri de uluslararası standart ve kurallara uygun bir **Çevresel ve Sosyal Etki Değerlendirmesi**'nin (ÇSED) tamamlanmasıdır. ÇSED Raporu'nun bulguları, paydaşlar ile danışma süreci kapsamında, 30 Ekim 2023 tarihine kadar kamuoyunun açık görüşüne sunulmuştur.

## Görüşlerinizi Bekliyoruz!

Taslak ÇSED Raporu'nda yer alan bulgular ve Proje ile ilgili görüş, yorum ve sorularınızı en geç 30 Ekim 2023 tarihine kadar e-posta yoluyla **info@nakkasotoyolu.com** hesabına, mektupla aşağıdaki paydaş iletişim adresine yazılı olarak veya telefonla **0 800 655 10 00** numaralı Proje Hattı'nı ücretsiz arayarak ve ayrıntılarını aşağıda bulacağınız Halkı Bilgilendirme Ofisleri'nde ve bilgilendirme etkinliklerini ziyaret ederek iletebilirsiniz.

Görüş ve yorumlarınız, Taslak ÇSED Raporu'nun nihai hale getirilmesi ve Proje'nin geliştirilmesi kapsamında değerlendirilecektir.

Paydaş İletişim Adresi:
Nakkaş-Başakşehir Otoyolu Projesi ÇSED Danışma Süreci
KMO Şantiyesi, Muratdere Caddesi No.134/2 Şahintepe Mahallesi
34494 Başakşehir, İstanbul

## Kesintisiz İletişim, Bilgi ve Belgelere Tam Erişim

Taslak ÇSED Raporu ve Proje'ye ilişkin bilgileri, **www.nakkasotoyolu.com** adresindeki internet sitesinde okuyabilir ve ücretsiz olarak indirebilirsiniz.

Taslak ÇSED Raporu'nu, tüm ek ve yönetim planları ile birlikte aşağıda belirtilen adreslerde oluşturulan Halkı Bilgilendirme Ofisleri'nde, yerinde okuyabilirsiniz.

Bu adreslerde, ayrıca, Kamuoyu ve Paydaşlar ile Danışma Süreci Broşürü, Arazi Edinimi ve Tazminat Kılavuzu ile Görüş Formuna da erişebilirsiniz.

## Bilgi ve Belgelere Erişebileceğiniz Noktalar

Muhtarlıklar: Arnavutköy ilçesine bağlı Deliklikaya, Hadımköy, Hastane, Ömerli, Sazlıbosna ve Yeşilbayır, Avcılar ilçesine bağlı Tahtakale, Başakşehir ilçesine bağlı Bahçeşehir 1. Kısım, Başak, Başakşehir, Güvercintepe, Kayabaşı, Şahintepe ve Şamlar ile Çatalca ilçesine bağlı Nakkaş mahallesi muhtarlıkları

İlçe Belediye Başkanlıkları: Arnavutköy, Avcılar, Başakşehir, Çatalca

Halkı Bilgilendirme Ofisleri: 30 Ekim 2023 tarihine kadar, pazar hariç haftanın her günü 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.

- Sular Vadisi girişi: Yunus Emre Caddesi, Fatih Terim Stadyumu karşısı, Başak, Başakşehir
- Ayasofya Caddesi, Koruluk Sokak No.37/A Hastane Mahallesi, Hadımköy, Arnavutköy
- Kayaşehir Kapalı Pazar Alanı bahçesi: Rabia Caddesi, Başakşehir
- Başakşehir Millet Kıraathanesi bahçesi: Adnan Menderes Bulvarı, Kayabaşı, Başakşehir
- Bahçeşehir Kültür ve Yaşam Merkezi: Seyhan Caddesi Aksu Deresi Sokak No.3 Bahçeşehir 1. Kısım, Başakşehir

## ÇSED Bilgilendirme Günleri

Kamuya açık alanlarda üç ÇSED Bilgilendirme Günü düzenlenecektir. Bu etkinliklerde, Proje'nin paydaşları ÇSED bulgularını inceleyebilecek, görüş, yorum ve sorularını bildirebilecektir. Proje ekibinin mensupları soruları cevaplamak ve görüşleri almak üzere etkinliklerde hazır bulunacaktır. Ek bilgiye, Proje'nin internet sitesinde yer alan Paydaş Katılım Planı'ndan erişebilirsiniz. Saat 10:00 ile 20:00 arasında ziyarete açık olacak etkinliklerin tarih ve adresleri aşağıdadır:

| Etkinlik Adresi | Etkinlik Tarihi |
|---|---|
| **Cafe Keyf** Ayasofya Caddesi No.36 Hadımköy, Arnavutköy | 14 Eylül 2023, Perşembe |
| **Necdet Yıldırım Kültür ve Yaşam Merkezi** Boğaziçi Sokak No.6 Kayaşehir, Başakşehir | 15 Eylül 2023, Cuma |
| **Muhsin Ertuğrul Kültür ve Sanat Merkezi** Şehit Polis Gaffar Okkan Caddesi No.9 Bahçeşehir 2. Kısım, Başakşehir | 16 Eylül 2023, Cumartesi |

## Hassas Grupların Katılımı

Sağlık sorunları nedeniyle hareket imkanı kısıtlı bireyler, yaşlılar ve küçük çocukları olduğu için süreç etkinliklerine katılamayacağını düşünen kadınlar dahil tüm hassas grupların katılımını teşvik etmekteyiz. Gelecek talepler ve saptadığımız ihtiyaçlar doğrultusunda, etkinlik takviminde yer almayan özel toplantıların düzenlenmesi de söz konusu olabilecektir.

Sağlık sorunlarınız etkinliklerimize erişiminizi kısıtlıyorsa, ulaşım imkanı sağlanması için etkinlik tarihinden dört gün önce **0 800 655 10 00** numaralı Proje Hattı'nı ücretsiz arayarak destek talep edebilirsiniz. Kadınların etkinliklere rahat katılımı için, üç ÇSED Bilgilendirme Günü'nde gözetmen nezaretinde küçük çocuklara yönelik oyun alanı oluşturulacaktır.

Hassas grup mensubuysanız danışma sürecine katılımınızla ilgili endişelerinizi gidermek için Proje Hattı'nı güvenle arayabilirsiniz.

## Arazi Edinimi

Proje kapsamında, otoyol güzergahında kamulaştırma süreci KGM tarafından yönetilmektedir. Bu konudaki görüş ve talepleriniz için KGM'nin aşağıda adresi belirtilen merkezine başvurabilirsiniz. Arazi Edinimi ve Tazminat Kılavuzu'na ÇSED sürecine ilişkin belgelerin bulundurulduğu tüm noktalarda erişebilirsiniz.

Adres:
KMO Kontrol Başmühendisliği
KMO Şantiyesi Muratdere Caddesi No.134/2 Şahintepe Mahallesi
34494 Başakşehir, İstanbul

**Nakkaş-Başakşehir Otoyolu Projesi'ne gösterdiğiniz ilgiye teşekkür eder, önümüzdeki günlerde etkinliklerimize katılmanızı ve görüşlerinizi bildirmenizi bekleriz.**

## D.2.2 – Neighborhood Meetings Poster

NAKKAŞ OTOYOL YATIRIM

# Nakkaş-Başakşehir Otoyolu Projesi Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma Duyurusu

T.C. Ulaştırma ve Altyapı Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından başlatılarak ilk yedi kesimi hizmete açılan Kuzey Marmara Otoyolu (KMO) Projesi'nin son kesiminde, Nakkaş-Başakşehir Otoyolu Projesi (8. Kesim) yer almaktadır. Ana hat uzunluğu 24,17 km olan Proje, bağlantı yolları ve kavşaklar da içermektedir.

KGM, Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi kapsamında ihale düzenlemiştir. İhale sonucunda Nakkaş Otoyol Yatırım ve İşletme A.Ş. ile 13 Nisan 2021 tarihinde sözleşme imzalanmıştır. Nakkaş Otoyol Yatırım ve İşletme A.Ş., yapım ve işletme dönemleri dahil toplam 20 yıllık süre sonunda otoyolun tüm bölümlerini KGM'ye devredecektir.

Proje süreçlerinden biri de uluslararası standart ve kurallara uygun bir **Çevresel ve Sosyal Etki Değerlendirmesi**'nin (ÇSED) tamamlanmasıdır. ÇSED Raporu'nun bulguları, paydaşlar ile danışma süreci kapsamında, 30 Ekim 2023 tarihine kadar kamuoyunun açık görüşüne sunulmuştur.

## Görüşlerinizi Bekliyoruz!

Taslak ÇSED Raporu'nda yer alan bulgular ve Proje ile ilgili görüş, yorum ve sorularınızı en geç 30 Ekim 2023 tarihine kadar e-posta yoluyla **info@nakkasotoyolu.com** hesabına, mektupla aşağıdaki paydaş iletişim adresine yazılı olarak veya telefonla **0 800 655 10 00** numaralı Proje Hattı'nı ücretsiz arayarak ve ayrıntılarını aşağıda bulacağınız Halkı Bilgilendirme Ofisleri'ni ve bilgilendirme etkinliklerini ziyaret ederek iletebilirsiniz.

Görüş ve yorumlarınız, Taslak ÇSED Raporu'nun nihai hale getirilmesi ve Proje'nin geliştirilmesi kapsamında değerlendirilecektir.

Paydaş İletişim Adresi:
Nakkaş-Başakşehir Otoyolu Projesi ÇSED Danışma Süreci
KMO Şantiyesi, Muratdere Caddesi No.134/2 Şahintepe Mahallesi
34494 Başakşehir, İstanbul

## Kesintisiz İletişim, Bilgi ve Belgelere Tam Erişim

Taslak ÇSED Raporu ve Proje'ye ilişkin bilgileri, **www.nakkasotoyolu.com** adresindeki internet sitesinde okuyabilir ve ücretsiz olarak indirebilirsiniz.

Taslak ÇSED Raporu'nu, tüm ek ve yönetim planları ile birlikte aşağıda belirtilen adreslerde oluşturulan Halkı Bilgilendirme Ofisleri'nde, yerinde okuyabilirsiniz.

Bu adreslerde, ayrıca, Kamuoyu ve Paydaşlar ile Danışma Süreci Broşürü, Arazi Edinimi ve Tazminat Kılavuzu ile Görüş Formuna da erişebilirsiniz.

## Bilgi ve Belgelere Erişebileceğiniz Noktalar

Muhtarlıklar: Arnavutköy ilçesine bağlı Deliklikaya, Hadımköy, Hastane, Ömerli, Sazlıbosna ve Yeşilbayır, Avcılar ilçesine bağlı Tahtakale, Başakşehir ilçesine bağlı Bahçeşehir 1. Kısım, Başak, Başakşehir, Güvercintepe, Kayabaşı, Şahintepe ve Şamlar ile Çatalca ilçesine bağlı Nakkaş mahallesi muhtarlıkları

İlçe Belediye Başkanlıkları: Arnavutköy, Avcılar, Başakşehir, Çatalca

Halkı Bilgilendirme Ofisleri: 30 Ekim 2023 tarihine kadar, pazar hariç haftanın her günü 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.

- Sular Vadisi girişi: Yunus Emre Caddesi, Fatih Terim Stadyumu karşısı, Başak, Başakşehir
- Ayasofya Caddesi, Koruluk Sokak No.37/A Hastane Mahallesi, Hadımköy, Arnavutköy
- Kayaşehir Kapalı Pazar Alanı bahçesi: Rabia Caddesi, Başakşehir
- Başakşehir Millet Kıraathanesi bahçesi: Adnan Menderes Bulvarı, Kayabaşı, Başakşehir
- Bahçeşehir Kültür ve Yaşam Merkezi: Seyhan Caddesi Aksu Deresi Sokak No.3 Bahçeşehir 1. Kısım, Başakşehir

## Yerel Etkinlikler

Proje'nin etki alanında bulunan mahallelerin sakinleri ile doğrudan yüz yüze istişare olanağı tanıyan ÇSED Bilgilendirme Toplantıları'na katılmanızı ve ÇSED sürecine katkı sağlamanızı bekliyoruz. Aşağıdaki tabloda, mahallenizde düzenlenecek toplantının tarihini bulabilirsiniz.

| Toplantı Yeri | Toplantı Tarihi | Toplantı Saati |
|---|---|---|
| Deliklikaya Köy Kahvesi, Arnavutköy | 18 Eylül 2023 | 18:00 – 20:00 |
| Yeşilbayır Köy Kahvesi, Arnavutköy | 19 Eylül 2023 | 18:00 – 20:00 |
| Sazlıbosna Köy Kahvesi, Arnavutköy | 20 Eylül 2023 | 18:00 – 20:00 |
| Nakkaş Köy Kahvesi, Çatalca | 21 Eylül 2023 | 18:00 – 20:00 |
| Şamlar Köy Kahvesi, Başakşehir | 22 Eylül 2023 | 14:30 – 16:30 |

## ÇSED Bilgilendirme Günleri

Kamuya açık alanlarda üç ÇSED Bilgilendirme Günü düzenlenecektir. Bu etkinliklerde, Proje'nin paydaşları ÇSED bulgularını inceleyebilecek, görüş, yorum ve sorularını bildirebilecektir. Proje ekibinin mensupları soruları cevaplamak ve görüşleri almak üzere etkinliklerde hazır bulunacaktır. Ek bilgiye, Proje'nin internet sitesinde yer alan Paydaş Katılım Planı'ndan erişebilirsiniz

- **Cafe Keyf:** 14 Eylül 2023, Perşembe
  Ayasofya Caddesi, No.36 Hadımköy, Arnavutköy
- **Necdet Yıldırım Kültür ve Yaşam Merkezi:** 15 Eylül 2023, Cuma
  Boğaziçi Sokak, No.6 Kayaşehir, Başakşehir
- **Muhsin Ertuğrul Kültür ve Sanat Merkezi:** 16 Eylül 2023, Cumartesi
  Şehit Polis Gaffar Okkan Caddesi, No.9 Bahçeşehir 2. Kısım, Başakşehir

*ÇSED Bilgilendirme Günü etkinlikleri 10:00 ile 20:00 saatleri arasında ziyarete açık olacaktır.*

## Arazi Edinimi

Proje kapsamında, otoyol güzergahında kamulaştırma süreci KGM tarafından yönetilmektedir. Bu konudaki görüş ve talepleriniz için KGM'nin aşağıda adresi belirtilen merkezine başvurabilirsiniz. Arazi Edinimi ve Tazminat Kılavuzu'na, ÇSED sürecine dair belgelerin bulundurulduğu tüm noktalarda erişebilirsiniz.

Adres: KMO Kontrol Başmühendisliği
KMO Şantiyesi Muratdere Caddesi No.134/2 Şahintepe Mahallesi
34494 Başakşehir, İstanbul

**Nakkaş-Başakşehir Otoyolu Projesi'ne gösterdiğiniz ilgiye teşekkür eder, önümüzdeki günlerde etkinliklerimize katılmanızı ve görüşlerinizi bildirmenizi bekleriz.**

## D.2.3 – Women's Meetings Poster

# Nakkaş-Başakşehir Otoyolu Projesi Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma Duyurusu

T.C. Ulaştırma ve Altyapı Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından başlatılarak ilk yedi kesimi hizmete açılan Kuzey Marmara Otoyolu (KMO) Projesi'nin son kesiminde, Nakkaş-Başakşehir Otoyolu Projesi (8. Kesim) yer almaktadır. Ana hat uzunluğu 24,17 km olan Proje, bağlantı yolları ve kavşaklar da içermektedir.

KGM, Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi kapsamında ihale düzenlemiştir. İhale sonucunda Nakkaş Otoyol Yatırım ve İşletme A.Ş. ile 13 Nisan 2021 tarihinde sözleşme imzalanmıştır. Nakkaş Otoyol Yatırım ve İşletme A.Ş., yapım ve işletme dönemleri dahil toplam 20 yıllık süre sonunda otoyolun tüm bölümlerini KGM'ye devredecektir.

Proje süreçlerinden biri de uluslararası standart ve kurallara uygun bir **Çevresel ve Sosyal Etki Değerlendirmesi**'nin (ÇSED) tamamlanmasıdır. ÇSED Raporu'nun bulguları, paydaşlar ile danışma süreci kapsamında, 30 Ekim 2023 tarihine kadar kamuoyunun açık görüşüne sunulmuştur.

## Kadınlara Özel ÇSED Bilgilendirme Günleri

Çevresel ve Sosyal Etki Değerlendirmesi Kamuoyu ve Paydaşlar ile Danışma etkinlikleri kapsamında kadınlara özel bilgilendirme etkinlikleri düzenlenecektir. Bu etkinliklerde, Proje'nin paydaşları ÇSED bulgularını inceleyebilecek, görüş, yorum ve sorularını bildirebilecektir. Proje ekibinin mensupları soruları cevaplamak ve görüşleri almak üzere etkinliklerde hazır bulunacaktır. Etkinliklerin detayları aşağıda yer almaktadır.

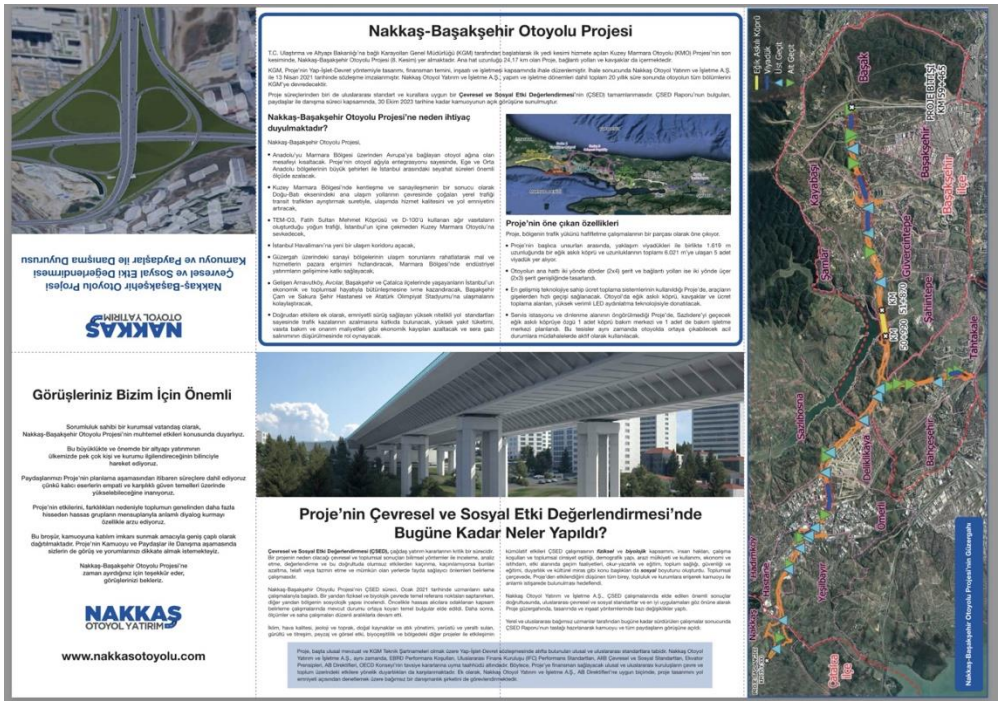
| Etkinlik Adresi | Etkinlik Tarihi |
|---|---|
| • **Selim Kiraz Kültür Yaşam Merkezi**<br>Ertuğrul Gazi Caddesi No: 18/1, Başak Başakşehir | 18 Eylül 2023, Pazartesi |
| • **Cafe Keyf**<br>Ayasofya Caddesi No.36 Hadımköy, Arnavutköy | 19 Eylül 2023, Salı |

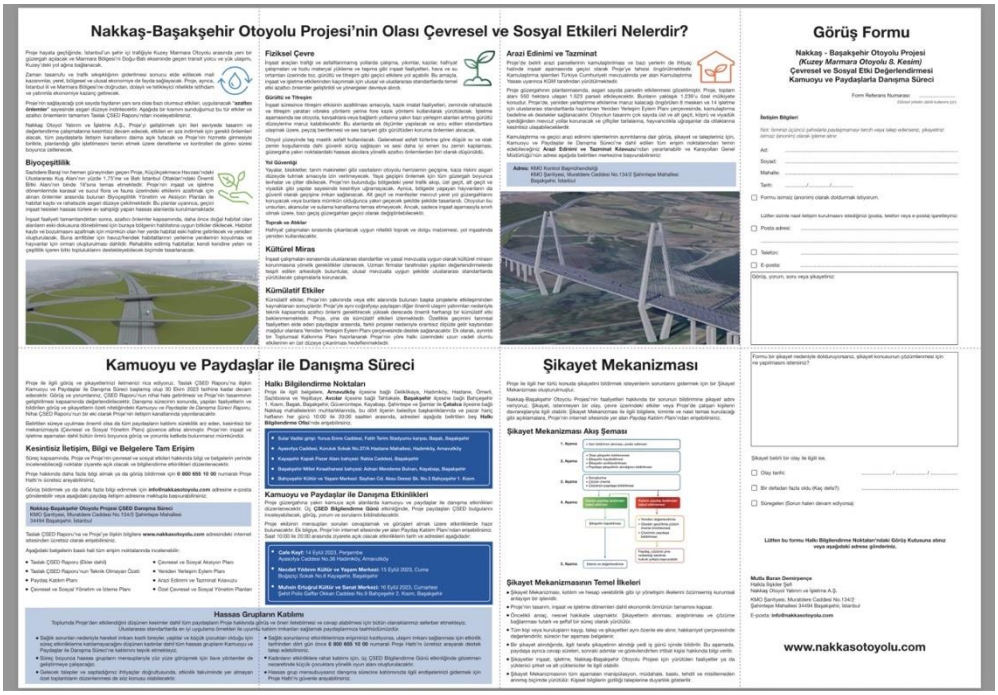
**Nakkaş-Başakşehir Otoyolu Projesi'ne gösterdiğiniz ilgiye teşekkür eder, önümüzdeki günlerde etkinliklerimize katılmanızı ve görüşlerinizi bildirmenizi bekleriz.**

## D.3 – ESIA Brochure

The brochure, printed in A2 size, also includes a tear-off Comment Form and is widely distributed at all ESIA Review Points, events and in the field.

## D.3.1 ESIA Brochure in Turkish



# D.3.2 ESIA Brochure in English

Nakkaş-Başakşehir Motorway Project
Environmental and Social Impact Assessment
Public and Stakeholder Consultation Process
Announcement

NAKKAŞ OTOYOL YATIRIM

## Your comments are important for us

As a responsible corporate citizen, we are sensitive to the potential impacts of the Nakkaş-Başakşehir Motorway Project.

We act with the consciousness that an infrastructure of this magnitude is of interest to many individuals and organizations in our country.

We incorporate our stakeholders to the processes from the design phase onward because we believe that lasting monuments may only be raised on empathy and mutual trust.

We especially would like to engage in meaningful dialogue with members of vulnerable groups who feel more than the rest of the society the impacts of the Project due to their differences.

This brochure is widely distributed to present means of participation to the public at large. We would like your comments and opinions during the Project's Public and Stakeholder Consultation period.

We thank you for giving your time to the Nakkaş-Başakşehir Motorway Project and look forward to receiving your comments.

NAKKAŞ OTOYOL YATIRIM

www.nakkasotoyolu.com

## Nakkaş-Başakşehir Motorway Project

At the last section of Northern Marmara Motorway (NMM), which was initiated and the first seven sections of which was opened to service by General Directorate of Highways (KGM), a department of Ministry of Transportation and Infrastructure of Republic of Turkey, the Nakkas - Başakşehir Motorway Project is located. The motorway Project has a main alignment of 24.17 km and includes 10 junctions and connection roads. Among these, the S-km Bahçesehir and the 1.47-km Yeilbayır connection roads stand out.

KGM has signed a contract on 13 April 2021 with Nakkaş Motorway Investment and Management Inc., to design, finance, construct and operate with a Build-Operate-Transfer method. Nakkaş Motorway Investment and Management Inc. will transfer to KGM all parts of the motorway after a period of 20 years including construction and operation phases.

One of the procedures required in the Project design is the completion of an Environmental and Social Impact Assessment (ESIA) study in compliance with international standards and rules. Findings of the ESIA Report has been submitted to the open review of the public at large for a period of 60 days consultation with stakeholders as of 17 August 2023.

### Why is the Nakkaş-Başakşehir Motorway Project needed?

The Nakkaş-Başakşehir Motorway Project was designed to open a connection route that saves time by shortening the distance to the motorway network linking Anatolia to Europe via the Marmara Region. The Project will,

- Increase service quality and road safety by separating the transit traffic from local traffic which has concentrated around main arteries on East-West axis as a consequence of urbanization and industrialization in the Northern Marmara Region,
- Divert to the Northern Marmara Motorway without drawing into the city of Istanbul the dense traffic caused by heavy vehicles that use TEM O3, Fatih Sultan Mehmet Bridge and D-100 highways.
- Open a new access corridor to the Istanbul Airport.
- Speed up the access to market of goods and services by easing the transportation problems of the industrial zones along the motorway route, thus will contribute to the development of industry investments in the Marmara Region,
- Accelerate the integration of residents of the burgeoning Arnavutköy, Avcılar, Başakşehir and Çataca districts into the economic and social life of Istanbul, will facilitate their access to Başakşehir Pine ve Sakura City Hospital and Atatürk Olympic Stadium,
- In addition to such direct effects, will contribute to decreasing the number of traffic accidents thanks to high road standards that provide safe driving, will reduce economic losses such as high fuel consumption, vehicle maintenance and repair costs, and will play a role in lowering greenhouse gas emissions.

### Important Aspects of the Project

The Nakkaş-Başakşehir Motorway Project is a 30.64-km long divided motorway investment that has a total of eight-lanes with four lanes in opposite directions.

The Project stands out as one of the activities carried out by the Ministry of Transportation and Infrastructure via KGM with the aim to alleviate the traffic burden in the region. The Project connects the Nakkaş Junction and Başakşehir Junction of the Northern Marmara Motorway and its importance looms large as it is the ultimate segment which consummates the design objective of the motorway network.

- Among the significant components of the Project a 1,619-m cable-stayed bridge and five viaducts with a combined length of 6,021 m.
- The length of the motorway section is 24.17 km and the total length of the connection roads are 6.47 km.
- The width of the motorway's main section is designed as four lanes (2x4) in each direction and the connection roads as three lanes (2x3) in each direction.
- The Nakkaş-Başakşehir Motorway will be exclusively used by motor vehicles such as automobiles, buses, small and large trucks and motorcycles.
- The most advanced toll collection systems used in the Project will enable fast passage at toll-collection points. The cable-stayed bridge, junctions and toll-collection points will be equipped with high energy- efficiency LED illumination technology.
- The Project, which does not include service stations or rest areas, will have one maintenance center for the cable-stayed bridge traversing Sazlıdere and one maintenance-operation center. These facilities will also be used for active inervention to the emergency situations on the motorway.

## What has been done to date regarding the Project's Environmental and Social Impact Assessment?

**Environmental and Social Impact Assessment (ESIA),** is a critical process of in the contemporary investment decisions. It is an exercise in assessing the impacts that a Project may have on the environment and the society using scientific methods through scoping, identifying, measuring, analyzing its negative impacts so as to avoid, reduce, compensate, balance or redress them, and wherever possible to determine beneficial measures.

The ESIA process of Nakkaş-Başakşehir Motorway Project was initiated in January 2021 with the field studies of the experts. On the one hand, key reference points in the physical and biological environment were determined while on the other the sociological structure of the Project area was examined. Prioritizing the vulnerable groups, the scoping phase has yielded baseline findings. Measurements and fieldwork ensued with regular intervals.

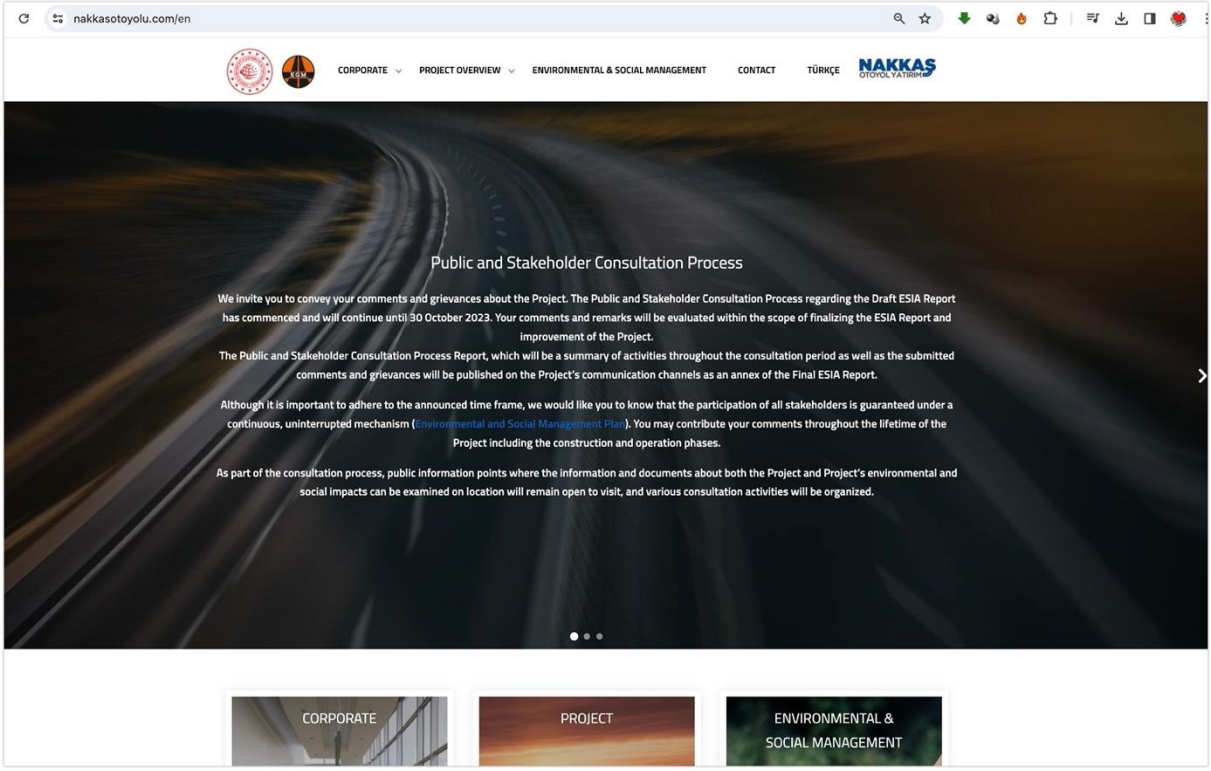
Climate, air quality, geology and soil, resources and waste, above and below groundwaters, noise and vibration, landscape and visual amenity, biodiversity and cumulative impact stemming from interaction with other projects in the area consisted of the Project's ***physical and biological*** scope while such topics as human rights, work contest and social gender equality, demographic profiles, land ownership and use, economy and employment, livelihood activities in the impact footprint, literacy and education, community health, safety and education, sensitivities and cultural heritage were treated within the ***social*** dimension. In social context, the objective has been to reach out to all individuals, communities and institutions that feel impacted by the Project toward engaging them in meaningful consultation.

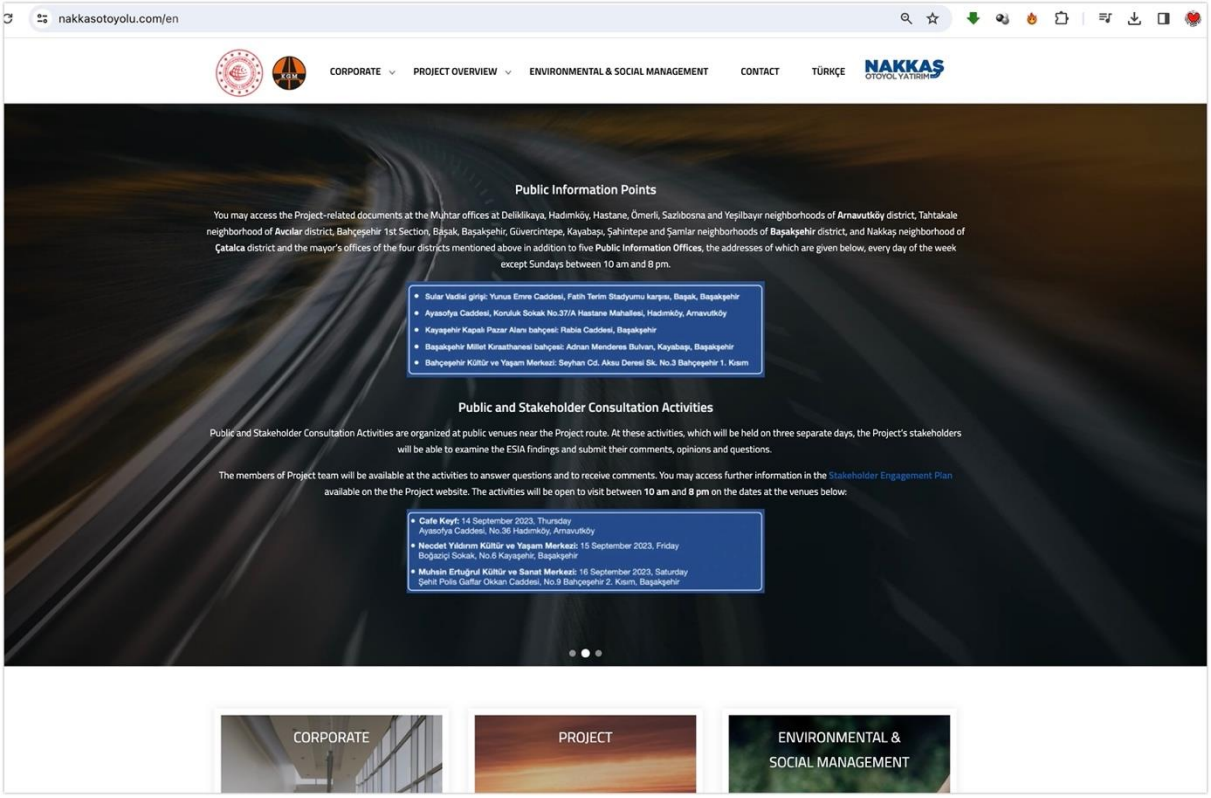
The design teams of the Contractor Company has made a number of changes in the Project route, design and construction methods as a consequence of significant ESIA findings and taking the international environmental and social standards and best practices into consideration.

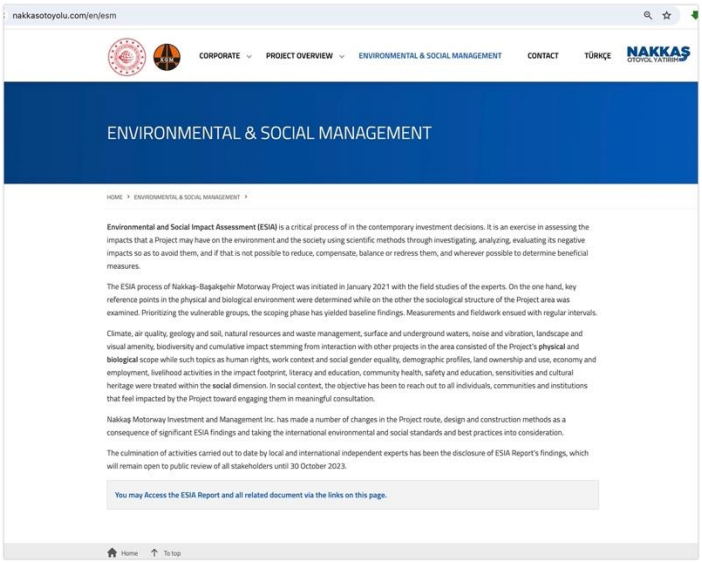
The culmination of activities carried out to date by local and international independent experts has been the Draft ESIA Report which is disclosed to public review of all stakeholders.

The Project is categorized under Category A in terms of its impacts according to the criteria of European Bank of Reconstruction and Development (EBRD) and Asian Infrastructure Investment Bank (AIIB). The Contractor Company is subject to primarily to national legal framework and KGM's technical specifications as well as all national and international standards referenced in the BOT contract. The Contractor Company, at the same time, is under commitment to EBRD Performance Requirements, International Finance Corporation (IFC) Performance Standards, AIIB Environmental and Social Standards, Equator Principles, EU Directives and OECD's common approaches. Thereby, sensibilities of the national and international Lender Institutions concerning the Project's impact on the environment and the society are met. In addition, the Contractor Company, in line with EU Directives, works with an independent consultant that audits the Project design in terms of road safety.

## D.4. Screenshots of Project website <www.Nakkaşotoyolu.com>





nakkasotoyolu.com/en/esm

CORPORATE | PROJECT OVERVIEW | ENVIRONMENTAL & SOCIAL MANAGEMENT | CONTACT | TÜRKÇE | NAKKAŞ OTOYOL YATIRIM

# ENVIRONMENTAL & SOCIAL MANAGEMENT

HOME > ENVIRONMENTAL & SOCIAL MANAGEMENT >

**Environmental and Social Impact Assessment (ESIA)** is a critical process of in the contemporary investment decisions. It is an exercise in assessing the impacts that a Project may have on the environment and the society using scientific methods through investigating, analyzing, evaluating its negative impacts so as to avoid them, and if that is not possible to reduce, compensate, balance or redress them, and wherever possible to determine beneficial measures.

The ESIA process of Nakkaş–Başakşehir Motorway Project was initiated in January 2021 with the field studies of the experts. On the one hand, key reference points in the physical and biological environment were determined while on the other the sociological structure of the Project area was examined. Prioritizing the vulnerable groups, the scoping phase has yielded baseline findings. Measurements and fieldwork ensued with regular intervals.

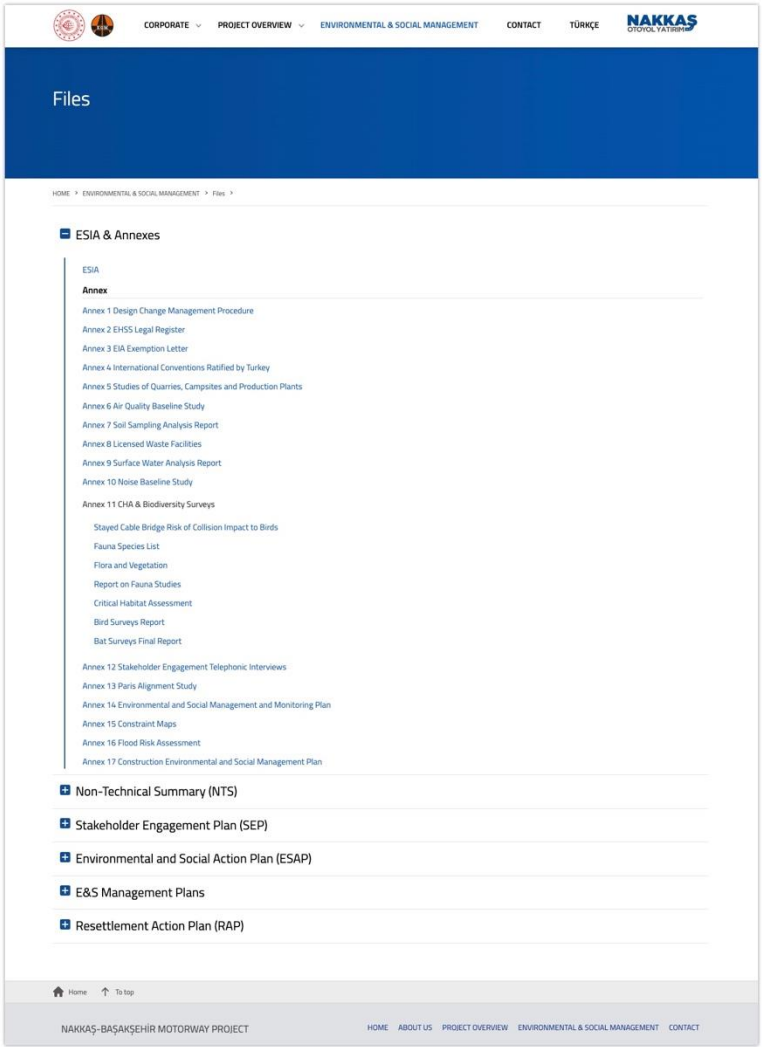
Climate, air quality, geology and soil, natural resources and waste management, surface and underground waters, noise and vibration, landscape and visual amenity, biodiversity and cumulative impact stemming from interaction with other projects in the area consisted of the Project's **physical** and **biological** scope while such topics as human rights, work context and social gender equality, demographic profiles, land ownership and use, economy and employment, livelihood activities in the impact footprint, literacy and education, community health, safety and education, sensitivities and cultural heritage were treated within the **social** dimension. In social context, the objective has been to reach out to all individuals, communities and institutions that feel impacted by the Project toward engaging them in meaningful consultation.

Nakkaş Motorway Investment and Management Inc. has made a number of changes in the Project route, design and construction methods as a consequence of significant ESIA findings and taking the international environmental and social standards and best practices into consideration.

The culmination of activities carried out to date by local and international independent experts has been the disclosure of ESIA Report's findings, which will remain open to public review of all stakeholders until 30 October 2023.

**You may Access the ESIA Report and all related document via the links on this page.**

Home | To top



CORPORATE | PROJECT OVERVIEW | ENVIRONMENTAL & SOCIAL MANAGEMENT | CONTACT | TÜRKÇE | NAKKAŞ OTOYOL YATIRIM

# Files

HOME > ENVIRONMENTAL & SOCIAL MANAGEMENT > Files >

## ESIA & Annexes

ESIA

**Annex**

Annex 1 Design Change Management Procedure
Annex 2 EHSS Legal Register
Annex 3 EIA Exemption Letter
Annex 4 International Conventions Ratified by Turkey
Annex 5 Studies of Quarries, Campsites and Production Plants
Annex 6 Air Quality Baseline Study
Annex 7 Soil Sampling Analysis Report
Annex 8 Licensed Waste Facilities
Annex 9 Surface Water Analysis Report
Annex 10 Noise Baseline Study
Annex 11 CHA & Biodiversity Surveys
- Stayed Cable Bridge Risk of Collision Impact to Birds
- Fauna Species List
- Flora and Vegetation
- Report on Fauna Studies
- Critical Habitat Assessment
- Bird Surveys Report
- Bat Surveys Final Report

Annex 12 Stakeholder Engagement Telephonic Interviews
Annex 13 Paris Alignment Study
Annex 14 Environmental and Social Management and Monitoring Plan
Annex 15 Constraint Maps
Annex 16 Flood Risk Assessment
Annex 17 Construction Environmental and Social Management Plan

## Non-Technical Summary (NTS)

## Stakeholder Engagement Plan (SEP)

## Environmental and Social Action Plan (ESAP)

## E&S Management Plans

## Resettlement Action Plan (RAP)

Home | To top

NAKKAŞ-BAŞAKŞEHİR MOTORWAY PROJECT

HOME | ABOUT US | PROJECT OVERVIEW | ENVIRONMENTAL & SOCIAL MANAGEMENT | CONTACT

nakkasotoyolu.com/en/contact

# CONTACT

HOME > CONTACT >

## We value your comments and opinions!

To submit any comment, opinion, question and complaint regarding the Nakkaş-Başakşehir Motorway Project, you may contact us through the communication channels specified below or fill out an online Comment Form.

### Address

NMM Construction Site
Muratdere Caddesi No. 134/2
Şahintepe Mahallesi Başakşehir, İstanbul

### E-mail

info@nakkasotoyolu.com

### Telephone

Project Hotline: **0 800 655 10 00**

## GRIEVANCE MECHANISM

Comments, suggestions and complaints can be conveyed through various channels such as by filling an online form on the Project's website, verbal communication at the Project Hotline, sending e-mail and mail or by placing in the Comment Boxes the forms filled out at the Public Information Points. Grievances received are recorded in the Grievance Mechanism Log within 3 working days.

A project employee of the relevant department is assigned to resolve the grievance. The source and causes of the complaint are examined by the responsible person and the relevant project units. The complaint is reviewed, the investigation is completed and feedback (response) is given to the stakeholder.

The targeted response time for grievances is 7 days. Stakeholders are informed about the corrective actions by phone, SMS, e-mail, online communication tools, etc. In order to finalize the grievance, the solution method agreed in consultation with the stakeholder is adopted. Grievance resolution is implemented and the complaint is closed within 30 working days. The date, time, description and result of the corrective action are recorded using the Closure Form. Following the explanation regarding the acceptance of the stakeholder, the closure form is filled in and recorded in the system.

CORPORATE | PROJECT OVERVIEW | ENVIRONMENTAL & SOCIAL MANAGEMENT | CONTACT | TÜRKÇE | NAKKAŞ OTOYOL YATIRIMI

Nakkaş-Başakşehir Motorway Project
(Section 8 of Northern Marmara Motorway)
Environmental and Social Impact Assessment
Public and Stakeholder Consultation Process
**COMMENT FORM**

Contact Information

Note: If you choose or request not to share your identity information with third parties, your opinion, comment, question or complaint will be processed anonymously.

**Name** **Surname**

☐ I want to fill the form anonymously. I request that my identity information not be disclosed without my consent.

**District**

**Date**

17 Kasım 2023

Lütfen sizinle iletişim kurulması için tercih ettiğiniz (posta, telefon veya e-posta) kanalı seçiniz ve ilgili alanları doldurunuz.

**Mailing Addres**

**Phone**

**E-Mail**

**Comment, question or complaint**

**If you are filling out the form for a complaint, what would you suggest to do to resolve the complaint?**

**Date of Incident Regarding Complaint**

◯ One-time incident / complaint
◯ Happened more than once (How many times?)
◯ Ongoing

**Incident Date(s) / Numer**

☐ I've read and I accept clarification text

☐ I've read and I accept consent text

SUBMIT

## D.5 Correspondence with Institutional Stakeholders

### D.5.1 – Letter inviting local state authorities to provide opinion about the ESIA Report

The official letter below was sent to a total of 27 public institution stakeholders, together with the ESIA document stored in attached flash drive dongles.

NAKKAŞ OTOYOL YATIRIM

**Sayı:** KMO-NKS-KKK-23-0003 **14.08.2023**
**Konu:** Nakkaş-Başakşehir Otoyolu Projesi
Taslak Çevresel ve Sosyal Etki Değerlendirme (ÇSED) Raporu
Kamuoyu ve Paydaşlar ile Danışma Süreci

**[KURUMUN UNVANI]**
**(KURUMUN ADRESİ)**

T.C. Ulaştırma ve Altyapı Bakanlığı'na bağlı Karayolları Genel Müdürlüğü (KGM) tarafından başlatılarak ilk yedi kesimi hizmete açılan Kuzey Marmara Otoyolu (KMO) Projesi'nin son kesiminde, **Nakkaş-Başakşehir Otoyolu Projesi** (8. Kesim) yer almaktadır. Ana hat uzunluğu 24,17 km olan Proje, bağlantı yolları ve kavşaklar da içermektedir.

Karayolları Genel Müdürlüğü, bu Proje'nin Yap-İşlet-Devret yöntemiyle tasarımı, finansman temini, inşaatı ve işletmesi kapsamında düzenlediği ihale sonucunda Nakkaş Otoyol Yatırım ve İşletme A.Ş. ile 13 Nisan 2021 tarihinde sözleşme imzalamıştır. Nakkaş Otoyol Yatırım ve İşletme A.Ş., yapım ve işletme dönemleri dahil toplam 20 yıllık süre sonunda otoyolun tüm bölümlerini Karayolları Genel Müdürlüğü'ne devredecektir.

Nakkaş Otoyol Yatırım ve İşletme A.Ş. **Çevresel ve Sosyal Etki Değerlendirmesi (ÇSED)** adı verilen bir süreçle paydaşlarımızın görüşlerini anlamak ve dikkate almak üzere bir süreç başlatmıştır.

ÇSED, çevreye ve topluma yönelik Proje'den kaynaklanabilecek etkileri araştıran kapsamlı bir çalışmadır. Nakkaş Otoyol Yatırım ve İşletme A.Ş. tasarımın nihai hale getirilmesi öncesinde Proje'nin ÇSED sürecinin yürütülmesi için ulusal ve uluslararası danışmanlık kuruluşlarını görevlendirmiştir. ÇSED'in değerlendirme aşaması kısa süre önce tamamlanmış ve bulgular Taslak ÇSED Raporu'nda derlenmiştir.

Taslak ÇSED Raporu'na ilişkin Kamuoyu ve Paydaşlar ile Danışma Süreci başlamış olup 30 Ekim 2023 tarihine kadar devam edecektir. İçinde yaşadığımız çevreye ve topluma olan bağlılığımızı ortaya koymak için fırsat saydığımız danışma sürecinde, Proje paydaşı olan tüm kişi, kurum ve kuruluşların görüşlerini almak üzere çalışmalar başlatılmıştır.

İlişikteki harici bellekte, kamuoyunun görüşüne açılan Taslak ÇSED Raporu ile birlikte raporun ayrılmaz parçası niteliğindeki aşağıdaki belgeleri bilginize sunmaktayız:

- Taslak ÇSED Raporu (Ekler dahil);
- Taslak ÇSED Raporunun Teknik Olmayan Özeti (TOÖ);
- Paydaş Katılım Planı (PKP);
- Çevresel ve Sosyal Yönetim ve İzleme Planı (ÇSYİP);
- Çevresel ve Sosyal Aksiyon Planı (ÇSAP);
- Yeniden Yerleşim Eylem Planı (YYEP);
- Arazi Edinimi ve Tazminat Kılavuzu (ATEK)

NAKKAŞ OTOYOL YATIRIM VE İŞLETME A.Ş.
Çankaya Mahallesi Atatürk Bulvarı No:144/146 Çankaya/Ankara T. +90 312 840 10 00 | F. +90 312 441 6689

NAKKAŞ OTOYOL YATIRIM

- Özel Çevresel ve Sosyal Yönetim Planları
  - Hava Kalitesi ve Emisyon Kontrol Planı
  - Patlatma Yönetim Planı
  - Atık Yönetim Planı
  - Atıksu Yönetim Planı
  - Peyzaj Yönetim Planı
  - Gürültü ve Titreşim Yönetim Planı
  - Kirlilik Önleme Yönetim Planı
  - Trafik Yönetim Planı
  - Toplum Sağlığı, Güvenliği ve Emniyet Planı
  - Acil Durum Hazırlık ve Müdahale Planı
  - Kültürel Miras Yönetim Planı
  - Tedarik Zinciri Yönetim Planı
  - Toplumsal Cinsiyet Eylem Planı
  - İşgücü Yönetim Planı
  - Sağlık ve Güvenlik Planı

Tüm bu belgeler, aynı zamanda, **www.nakkasotoyolu.com** adresinde okunabilmekte veya bilgisayara indirilebilmektedir.

Bu çerçevede, kurumunuz tarafından Nakkaş-Başakşehir Otoyolu Projesi ve ÇSED bulgularına ilişkin varsa görüş, yorum ve sorularınızın aşağıda belirtilen iletişim kanalları üzerinden, danışma sürecinin bitiş tarihi olan 30 Ekim 2023'e kadar bildirilmesi hususunda;

Gereğini arz ederiz.
Saygılarımızla,

**İMZA**
**UNVAN**
**Nakkaş Otoyol Yatırım ve İşletme A.Ş.**

**Kamuoyu ve Paydaşlar ile Danışma Süreci İletişim Kanalları:**

E-Posta: **info@nakkasotoyolu.com**

**Nakkaş-Başakşehir Otoyolu Projesi ÇSED Danışma Süreci**

Posta Adresi: Şahintepe Mah. Muratdere Cad. No:134/2 KMO Şantiyesi 34494 Başakşehir, İstanbul

NAKKAŞ OTOYOL YATIRIM VE İŞLETME A.Ş.
Çankaya Mahallesi Atatürk Bulvarı No:144/146 Çankaya/Ankara T. +90 312 840 10 00 | F. +90 312 441 6689

## D.5.2 – E-mail message to non-governmental organizations (NGOs) inviting them to participate in the consultation process

The invitation below was sent via e-mail to 27 non-governmental organizations (NGOs) along with the Non-Technical Summary (pdf) of the Draft ESIA Report.

**PROJE ASKIYA ÇIKTIĞI GÜN SİVİL TOPLUM KURULUŞLARINA GÖNDERİLECEK E-POSTA METNİ**

Sayın Yetkili,

Nakkaş-Başakşehir Otoyolu Projesi'nin ÇSED (Çevresel ve Sosyal Etki Değerlendirme) çalışmasının önemli aşamalarından biri olan **Kamuoyu ve Paydaşlar ile Danışma Süreci** başlamış bulunmaktadır. Bu süreçte kuruluşunuzun da değerli görüş ve yorumlarını almayı arzu etmekteyiz.

Taslak ÇSED Raporu'nun teknik olmayan özetini (NTS) ekte değerlendirmenize sunuyoruz. Taslak ÇSED çalışmasının tamamına http://www.nakkasotoyolu.com/ adresinden ulaşabilirsiniz.

Nakkaş-Başakşehir Otoyolu Projesi, Karayolları Genel Müdürlüğü tarafından tamamlanıp hizmete açılan Kuzey Marmara Otoyolu'nun 8. ve son kesimidir.

Görüş ve yorumlarınızı e-posta yoluyla iletebileceğiniz gibi yüz yüze görüşme yapmak isterseniz 14 Eylül tarihinden önce sizler için uygun olan yer ve zamanda bir araya gelmekten mutluluk duyarız.

Saygılarımızla,

Nilgül Pelit
Sosyal Uyum Müdürü
Nakkaş Otoyol Yatırım ve İşletme A.Ş.

GSM: 0539 723 6082

To whom it may concern,

As one of the important phases of Nakkaş-Başakşehir Motorway Project's Environmental and Social Impact Assessment study, the Public and Stakeholder Consultation Process has begun. In this process, we would also like to receive your organization's valuable opinions and comments.

We submit for your evaluation the Non-Technical Summary (NTS) the Draft ESIA Report at the link below:

https://we.tl/t-oxBT3axp2Y

You may access the entire set of the Draft ESIA study at www.Nakkaşotoyolu.com.

Nakkaş-Başakşehir Motorway Project is the 8th and ultimate segment of the North Marmara Motorway, which has been completed and opened to service by the General Directorate of Highways.

Whereas the disclosure period dictated by the lender institutions is 60 days, we will continue to receive questions, comments and requests from our stakeholders until 30 October 2023. You may convey your opinions and comments by e-mail or if you wish to meet face to face, we would be happy to gather together at a place and date at your convenience.

Our correspondence and your potential comments and requests will be processed on the basis of confidentiality.

Respectfully

Nilgül Pelit
Social Compliance Director
Nakkaş Motorway Investment and Management, Inc.

# D.6 – Sample reply letter to the individual stakeholders

NAKKAŞ OTOYOL YATIRIM

5 Ekim 2023

Sn. [redacted] İstanbul

**15.9.2023 tarihli Görüş Formu'nuz 0127 referans numarasıyla kayda alınmıştır. Görüş Formu'nda ilettiğiniz mesajınız aşağıdaki gibidir:**

> Kadınlar için nasıl bir proje desteği oluşturacaksınız? Çocuklarımız için spor alanlarına ihtiyacımız var. Destek olabilecek misiniz? Var mı bir plan?

**Yanıtımız:**

Sayın [redacted]

Nakkaş-Başakşehir Otoyolu Projesi Çevresel ve Sosyal Etki Değerlendirmesi'nin (ÇSED) Kamuoyu ve Paydaşlar ile Danışma Süreci'ne katılımınız ve projeye gösterdiğiniz ilgi için teşekkür ederiz. Bu açıdan, değerli görüşlerinizin Nakkaş-Başakşehir Otoyolu Projesi'ne katkısını önemsemekteyiz ve bu doğrultuda Proje'nin paydaşlarımız üzerindeki etkilerinden kaçınmak, kaçınılamıyorsa bunları azaltmak, telafi etmek ve mümkün olan yerlerde fayda sağlayıcı önlemleri almak için çalışmaktayız.

Belirttiğiniz "kadınlar için proje desteği" ve "çocuklar  için spor alanları' şeklindeki görüşünüze ilişkin, Proje'nin etki alanında bulunan mahallelerde Proje'nin bölge halkı üzerindeki uzun vadeli olumlu etkilerini en üst düzeye çıkarma hedefi ile ayrıntılı bir Toplumsal Kalkınma Planı (TKP) geliştirilmektedir. Bireysel etki azaltma önlemlerinin ötesine geçen bu Plan, Proje'den etkilenen topluluklar için, çeşitli programlar ve toplumun faydalanabileceği faaliyetleri de içerecek biçimde sürdürülebilir sonuçlara sahip ilave Proje faydaları yaratmayı amaçlamaktadır.

Yerel halkla istişare halinde, yatırımların konumunu ve doğasını belirlemek için gereken aktif katılımı esas alan Toplumsal Kalkınma Planı çerçevesinde Ömerli Mahallesi'nin ihtiyaçları da değerlendirmeye alınacaktır.

Halen hazırlık aşamasında olan Toplumsal Kalkınma Planı, hazır olduğu andan itibaren Proje'nin internet sitesinde (www.nakkasotoyolu.com) yayınlanacak, yatırım faaliyetleri ve fırsatlarının ilerlemesi konusunda tüm paydaşlara sürekli bilgi verilecektir.

Nakkaş Otoyol Yatırım ve İşletme A.Ş.
KMO Şantiyesi, Muratdere Caddesi No.134/2
Şahintepe Mahallesi 34494 Başakşehir, İstanbul
0 800 655 10 00

1

NAKKAŞ OTOYOL YATIRIM

Ek olarak, Nakkaş-Başakşehir Otoyolu Projesi'nin ÇSED Raporu'na dahil olan Özel Çevresel ve Sosyal Yönetim Planları arasındaki "*Toplumsal Cinsiyet Eylem Planı*" (TCEP) belgesinde, toplumsal cinsiyet eşitliği ve ortak faydaların geliştirilmesini azamiye çıkarmak amacıyla, Proje içinde etkili toplumsal cinsiyet eşitliğinin sağlanması ve tutarlı bir toplumsal cinsiyet perspektifinin entegre edilmesine yönelik yaklaşım açıklanmıştır.

TCEP belgesinde, Proje uygulamasında cinsiyet eşitliğini ve eşit fırsatları artırmak için uygulanacak yerine getirilebilir önerileri, yine Proje'nin internet sitesindeki "Çevresel ve Sosyal Yönetim" sekmesinden erişerek veya Kamuoyu ve Paydaşlarla Danışma Süreci boyunca ziyaret edebileceğiniz Halkı Bilgilendirme Noktaları'nda inceleyebilirsiniz.

Bunlardan başka bildirmek istediğiniz görüşleriniz olduğu takdirde, Proje'nin tüm ÇSED iletişim kanallarından bize her zaman ulaşabilirsiniz. Ayrıca, Kamuoyu ve Paydaşlar ile Danışma Süreci'nin tamamlanmasının ardından bu internet sitesinden Proje ile ilgili yayınlanacak güncel bilgileri takip edebilirsiniz.

Nakkaş-Başakşehir Otoyolu Projesi'nin olası etkileri konusundaki duyarlılığımızı paylaştığınız için tekrar teşekkür ederiz.

Saygılarımızla,

Nakkaş-Başakşehir Otoyolu Projesi

Nakkaş Otoyol Yatırım ve İşletme A.Ş.
KMO Şantiyesi, Muratdere Caddesi No.134/2
Şahintepe Mahallesi 34494 Başakşehir, İstanbul
0 800 655 10 00

2

## English translation of the sample stakeholder letter:

**Mrs. ____**
**Neighborhood, District, City**
**E-mail, telephone**

**Your Opinion Form dated 15.9.2023 has been recorded with reference number 0127. Your message in the Comment Form is as follows:**

> What kind of project support will you create for women?
> We need sports fields for our children.
> Will you be able to support us? Is there a plan?

**Project's reply:**

Dear ____ ,

Thank you for your participation in the Public and Stakeholder Consultation Process of the Nakkaş-Başakşehir Highway Project Environmental and Social Impact Assessment (ESIA) and your interest in the project. In this respect, we attach importance to the contribution of your valuable opinions to the Nakkaş-Başakşehir Motorway Project, and accordingly, we work to avoid the effects of the Project on our stakeholders, to reduce them if they cannot be avoided, to compensate for them and to take beneficial measures where possible.

Regarding your opinion of "project support for women" and "sports fields for children", a detailed Community Development Plan (CDP) is being developed in the neighborhoods within the Project's impact area, with the aim of maximizing the long-term positive effects of the Project on local communities. Going beyond individual mitigation measures, this Plan aims to create additional Project benefits with sustainable results for Project-affected communities, including a variety of programs and community-benefit activities.

In consultation with the local community, the needs of ___ District will also be evaluated within the framework of the Community Development Plan, which is based on the active participation required to determine the location and nature of investments.

The Social Development Plan, which is currently in the preparation phase, will be published on the Project's website (www.Nakkaşotoyolu.com) as soon as it is ready, and all stakeholders will be constantly informed about the progress of investment activities and opportunities.

In addition, in the "Gender Action Plan" (GAP) document among the Environmental and Social Management Plans included in the ESIA Report of the Nakkaş-Başakşehir Motorway Project, effective gender equality within the Project is included in order to maximize the development of gender equality and common benefits. The approach to ensuring equality and integrating a consistent gender perspective is explained.

You can review the implementable suggestions in the GAP document to increase gender equality and equal opportunities in Project implementation by accessing the "Environmental and Social Management" tab on the Project's website or at the Public Information Points that you can visit during the Public and Stakeholder Consultation Process.

If you have any other opinions you would like to express, you can always contact us through all ESIA communication channels of the Project. Additionally, after the completion of the Consultation Process with the Public and Stakeholders, you can follow the updated information about the Project to be published on this website.

Thank you again for sharing our sensitivity regarding the potential impacts of the Nakkaş-Başakşehir Highway Project.

Respectfully,

Nakkaş-Başakşehir Motorway Project

# D.7 Disclosure Materials in Arabic

## D.7.1 ESIA Brochure in Arabic

مشروع الطريق السريع نقّاش - باشاك شهير

مشروع الطريق السريع نقّاش - باشاك شهير

مشروع الطريق السريع نقّاش - باشاك شهير

ما الذي تم إنجازه حتى اليوم في تقييم الأثر البيئي والاجتماعي للمشروع؟

آراؤكم تهمنا

NAKKAS OTOYOL YATIRIMI

www.nakkasotoyolu.com

ما هي الآثار البيئية والاجتماعية المحتملة لمشروع الطريق السريع نقّاش - باشاك شهير؟

استمارة التعليقات

مرحلة التشاور مع الرأي العام وأصحاب المصلحة

آلية الشكاوى

مرحلة التشاور مع الرأي العام وأصحاب المصلحة

www.nakkasotoyolu.com

## D.7.2 Comment Form in Arabic

**مشروع الطريق السريع نقّاش-باشاك شهير(Nakkaş-Başakşehir) (طريق شمال مرمرة السريع القسم الثامن)**

**دراسة الأثر البيئي والاجتماعي**

**مرحلة التشاور مع الرأي العام وأصحاب المصلحة**

*استمارة التعليقات*

الرقم المرجعي للاستمارة (للاستخدام الداخلي للشركة المسؤولة)

**معلومات الاتصال:**

ملاحظه: إذا اخترت أو طلبت عدم مشاركة اسمك مع أطراف ثالثة دون موافقتك، فستتم معالجة شكواك أو تعليقاتك أو أسئلتك دون الكشف عن هويتك.

الاسم .....

الكنية .....

الحي .....

☐ أريد ملء الاستمارة بدون ذكر الاسم (مجهول). أطلب عدم الكشف عن هويتي دون موافقتي.

يرجى تحديد الطريقة التي ترغب في الاتصال بك بها (عن طريق البريد أو الهاتف أو البريد الإلكتروني):

☐ البريد (يرجى كتابة الرمز البريدي) .....

☐ الهاتف .....

☐ البريد الإلكتروني .....

**رأيك أو تعليقك أو سؤالك أو شكواك:**

.....

.....

إذا كنت تملأ الاستمارة بسبب شكوى، فما الذي ترغب في فعله من أجل حل الشكوى؟

.....

.....

إذا كانت الشكوى تتعلق بحادث / حادث معين؛

تاريخ الحادث: ...../ ..... / .....

☐ حادث / شكوى لمرة واحدة (التاريخ): ..... / ..... / .....

☐ لقد حصل أكثر من مرة (كم مرة؟): .....

☐ مستمرة (إن كانت المشكلة ما تزال قائمة): .....

التاريخ: ...../...../.....

يرجى وضع هذه الاستمارة في صندوق الآراء الكائنة في مراكز الاستعلامات عن المشروع أو إرسالها إلى العنوان أدناه:

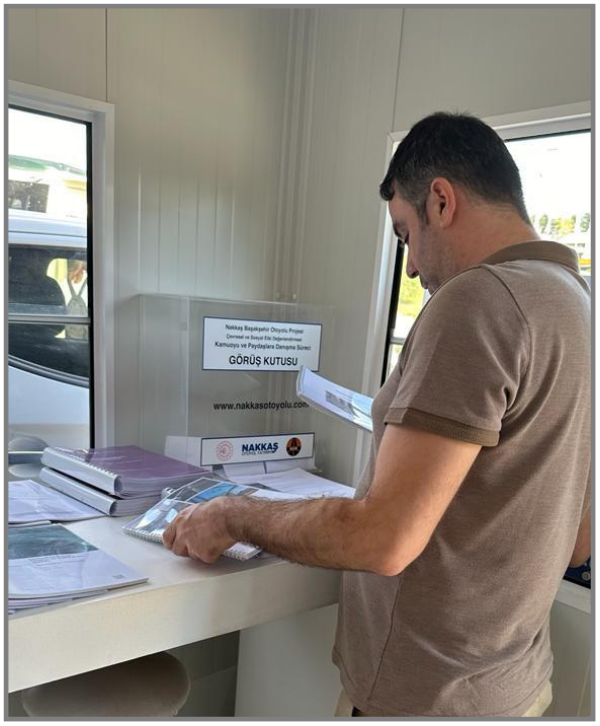
Mutlu Baran Demirpençe
Halkla İlişkiler Şefi
KMO Şantiyesi, Muratdere Caddesi No. 134/2, Şahintepe Mahallesi 34494 Başakşehir, İstanbul
info@nakkasotoyolu.com

## Appendix E – Images of PCD Activities

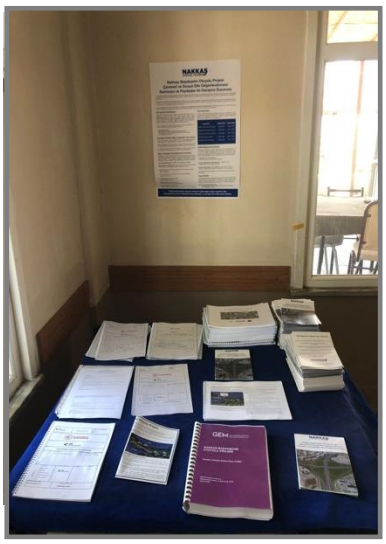
- Public Information Offices
- Public Information Corners at Muhtar Offices and Village Coffee Houses
- Public consultation posters
- Photos from the consultation activities exclusive to women
- Photos from the Public Information Days - Hadımköy
- Photos from the Public Information Days – Kayaşehir
- Photos from the Public Information Days – Bahçeşehir
- Photos from the Neighbourhood Meetings
- Photos of ESIA brochure distribution activity during the Public Information Days

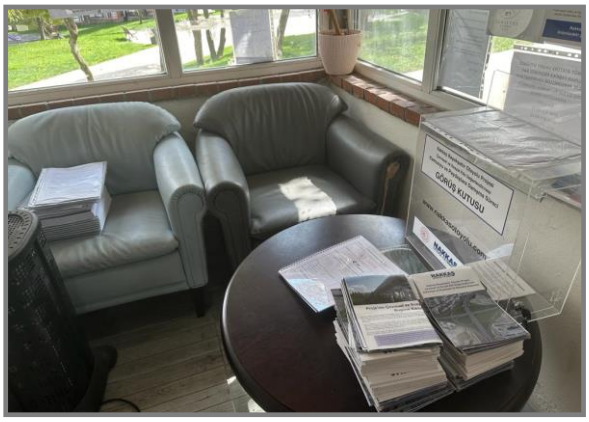
*Photos of the Public Information Offices*

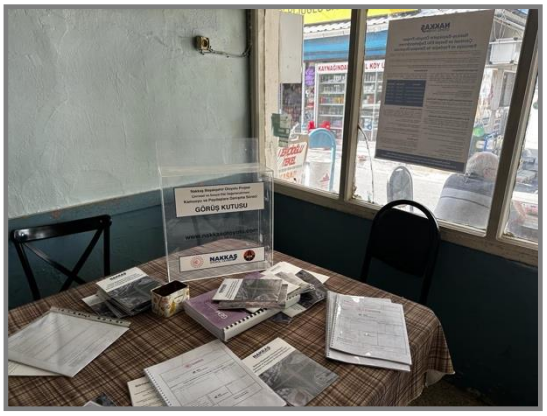
Görüşlerinizi Bekliyoruz!
www.nakkasotoyolu.com
info@nakkasotoyolu.com
0 800 655 10 00
ÇSED Bilgilendirme Günleri
NAKKAŞ
OTOYOL YATIRIM
HALKI BİLGİLENDİRME OFİS
Hoş Geldiniz!

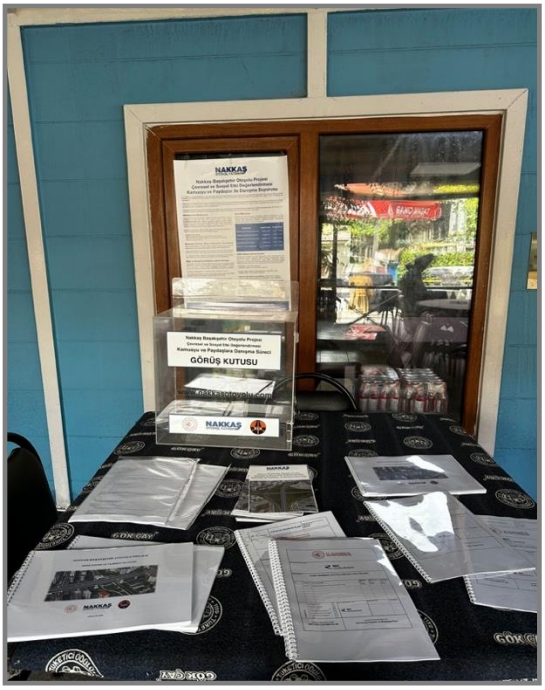

GÖRÜŞ KUTUSU
www.nakkasotoyolu.com
NAKKAŞ

*Photos of the Public Information Corners at Muhtar Offices and Village Coffee Houses*

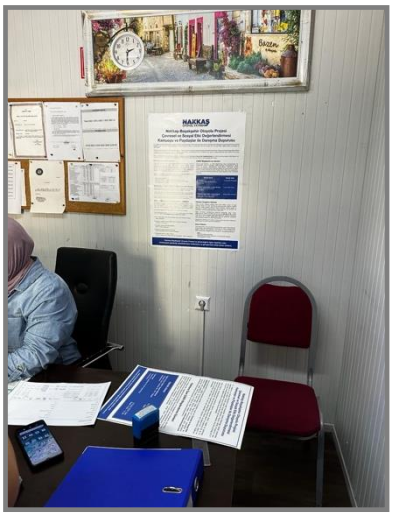


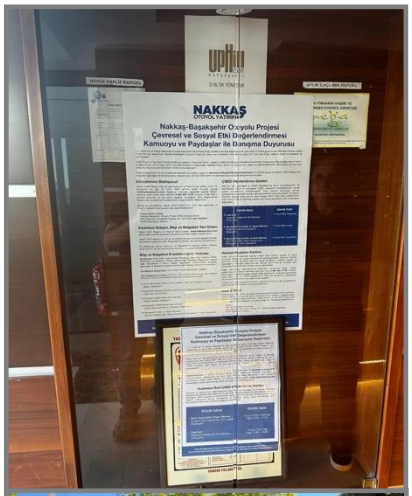




*Photos of the public consulation posters*



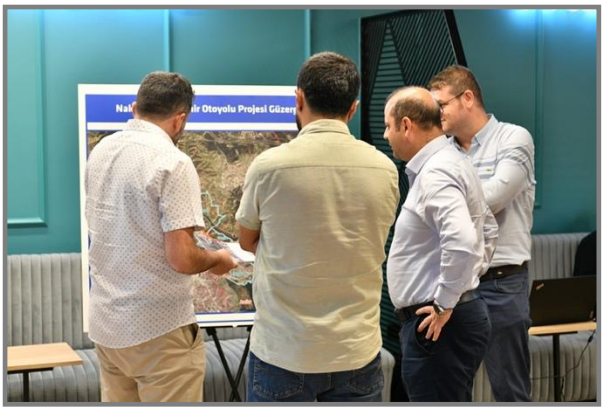


*Photos of the consultation activities exclusive to women*

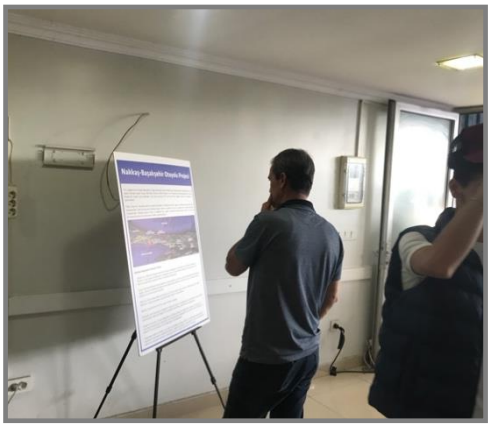
*Photos of the Public Information Days - Hadımköy*

*Photos from the Public Information Days – Kayaşehir*

*Photos from the Public Information Days – Bahçeşehir*



*Photos from the Neighbourhood Meetings*



*Photos of ESIA brochure distribution activity during the Public Information Days*