

# Izmir Metropolitan Municipality and Izmir Metro A.S. Fahrettin Altay – Narlidere Istikham Metro Line Project – Non-Technical Summary

## 1 Who are Izmir Metropolitan Municipality and Izmir Metro A.S.?

Izmir Metro A.S. (“Izmir Metro”, “IM” or the “Company”) was established in 2000 as the municipal metro operator. It is owned by Izmir Metropolitan Municipality (the “City” or “IMM”) and incorporated as a joint stock company. Assets of the rail system (e.g. vehicles, station equipment, etc.) are owned by the City, whilst these assets are operated by the Company. The roles and responsibilities of the Company and the City in relation to the metro system are defined by a lease agreement signed in 1999 for an indefinite period.

Izmir Metro network has been planned in 3 stages as described below:

- **Stage 1:** Establishment of 11.6 km long network with 10 stations between Bornova and Ucyol. Stage 1 network commenced operation in May 2000.
- **Stage 2:** 5.5 km extension of the existing network from Ucyol station to Fahrettin Altay station (5 stations). Stage 2 has been planned as two stages. Izmirspor and Hatay stations have been operating since December 2012. Goztepe, Poligon and Fahrettin Altay stations have been operating since July 2014.
- **Stage 3:** Establishment of 2.3 km of network (with 2 stations) after Bornova station. This network has been in operation since March 2012.

As of today, the metro system currently consists of one line and the total length of the system is 19.5 km long with 17 stations. There are 11 underground stations (Evka-3, Ege University, Basmane, Cankaya, Konak, Ucyol, Izmirspor, Hatay, Goztepe, Poligon, and Fahrettin Altay) and 6 aboveground stations (Hilal, Halkapinar, Stadyum, Sanayi, Bolge, and Bornova). There are currently 77 Light Rail Vehicles (LRVs) operated by Izmir Metro A.S.

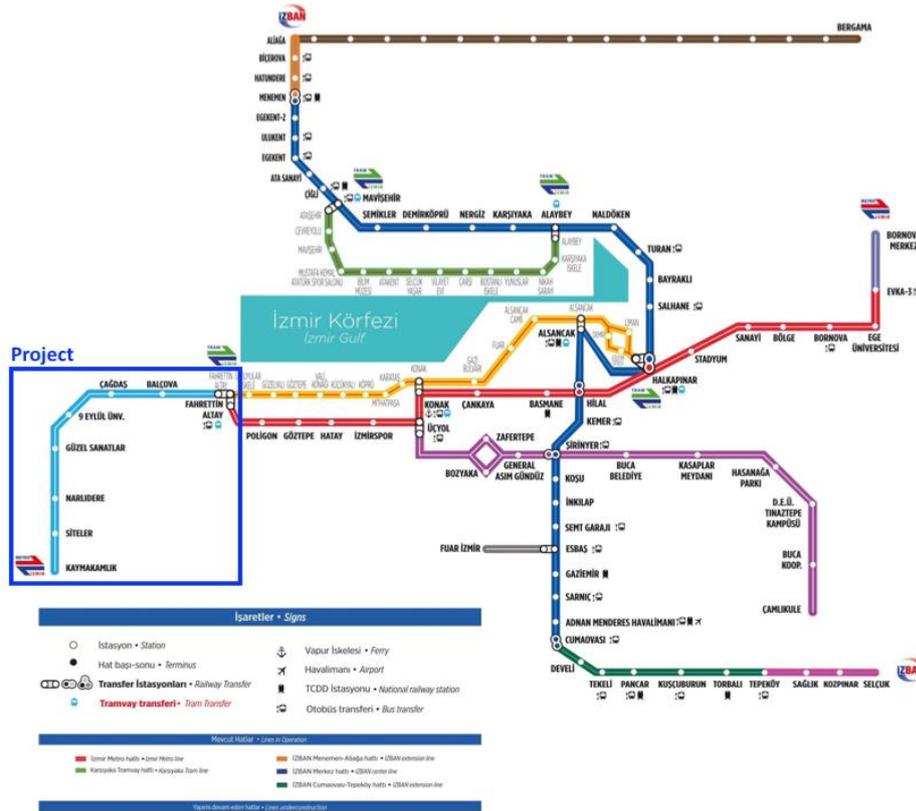
## 2 What is the Fahrettin Altay – Narlidere Istikham Metro Line Project?

IMM plans to further expand integration of public transportation system by extending the existing metro line starting from Fahrettin Altay to Narlidere route, which is 7.2 km long with seven underground metro stations. The extension will go through Balcova, Cagdas, DEU University Hospital, Guzel Sanatlar, Narlidere, Siteler, Kaymakamlik neighbourhoods and reach Narlidere Istikham Alayi District. Of the seven new stations, Balcova and Kaymakamlik stations will be developed with a car park structure with a 460-vehicle capacity (Refer to the list below). The City anticipates encouraging car commuters to park their cars at the station to transfer to metro line.

0. Fahrettin Altay Station (existing metro station)
1. Balcova Station (including a car park structure)
2. Cagdas Station
3. DEU (Dokuz Eylul University) Hospital Station
4. Guzel Sanatlar Station
5. Narlidere – Itfaiye Station

6. Siteler Station
7. Kaymakamlik Station (including a car park structure)

The figure below presents the Izmir Metropolitan Municipality railway network map and the blue box on the left of the map indicates the planned Fahrettin Altay-Narlidere line.



Izmir Metropolitan Municipality Railway Network Map



The extension of the current metro system and further integration of the metro system with existing transport modes, notably IZBAN suburban rail system and connecting city bus services, is in line with the Izmir transport masterplan of 2009, enabling the provision of frequent and efficient services to

Izmir residents in a way that is fast, reliable, comfortable, and environment-friendly, providing an alternative to the use of cars.

IMM has obtained all the necessary approvals from the central government to include the Project in the National Annual Investment Programme (“NAIP”) for making the Project eligible for foreign financing. The City launched the tender process in Q1 of 2017 for the selection of the construction contractor company. The procurement under the Project is planned to be done according to EBRD’s procurement policies and rules. The tender process is expected to be completed by March or April 2018. It should be noted that IMM and the construction contractor company (to be selected by IMM) are responsible parties during the construction phase of the Project, and IM is the responsible party during the operation phase of the Project.

The Project is estimated to take approximately 42 months and targeted to be completed by 2020.

### **3 What environmental and social studies have been undertaken?**

In accordance with the Environmental Impact Assessment Regulation (Official Gazette Date/Number: 25.11.2014/29186), an ‘EIA not Required’ decision (dated 29.06.2016) was issued for the Project. The European Bank for Reconstruction and Development (“EBRD”) is considering providing financing to the Izmir Metropolitan Municipality for the Project.

ACE Consulting & Engineering Inc. (ACE) was commissioned by the EBRD to undertake an Environmental and Social Due Diligence (ESDD) for the Project. The objective of the ESDD was to identify and assess the potentially significant existing and future adverse environmental and social impacts associated with the Project.

The Project has been designated as a category B project in accordance with the EBRD’s 2014 Environmental and Social Policy as the potential environmental and social impacts/risks are to be limited (e.g. avoidance of resettlement during the design stage, use of tunnel boring machine (TBM) and New Austrian Tunnelling Method (NATM) technique resulting in less impacts compared to other techniques), generally site specific and can be avoided or mitigated by adhering to relevant performance requirements, procedures, guidelines or design criteria.

### **4 What is the purpose of this document?**

This Non-Technical Summary (NTS) document provides an overview of the proposed Project and presents a summary of relevant potential environmental and social issues and impacts related to the Project. Appropriate measures to mitigate key adverse environmental and social impacts that may arise in relation to the Project are also provided.

### **5 Scope of ESDD work**

The scope of ESDD work comprised of the following:

- Environmental and Social (ES) Audit of the corporate management and human resources (HR) practices for existing operations,
- ES Analysis of potential environmental and social issues associated with the Project.

The scope of the ESDD undertaken for the Project included an environmental and social audit through a site visit to selected existing facilities of IM and selected construction sites of IMM, interviews with relevant staff, review of available environmental and social documents and an environmental and social management review and an analysis for the Project in relation to national regulatory requirements and relevant international standards. As part of the ESDD, a detailed ESDD Report, an Environmental and Social Action Plan and a Stakeholder Engagement Plan were prepared for the Project.

## 6 What are the key environmental and social impacts of the Project and what are the proposed mitigation measures?

The main improvement that will be experienced by the Project will be the extension of the current metro system in line with the Izmir transport masterplan of 2009, enabling the provision of frequent and efficient services to Izmir residents in a way that is fast, reliable, comfortable, and environmentally-friendly, providing an alternative to the use of cars. There will be time savings due to decreased travel time compared to using buses and minibuses, as well as reduction in the vehicle operating costs in public transportation in the city and reduction in the minibus and bus traffic in the route which is expected to result in savings in road maintenance costs. On the other hand, the Project could potentially result in some negative impacts on the environment and people, if not managed carefully. The ESDD has identified key environmental and social impacts in relation to the Project. IMM, the construction contractor company and IM will be implementing certain actions (called “mitigation measures”) to prevent, reduce, or mitigate any potential negative impacts of the Project.

A summary of key potential impacts and mitigation measures that have been identified is provided in the table below.

### Overview of Key Potential Project Impacts and Their Mitigation

No.	Issue	ES Risks/Benefits	Mitigation Measures
1	Environmental, Health and Safety (EHS) management systems / Environmental and social management plan	Optimization of environmental and social management through a formalized system	<ul style="list-style-type: none"> <li>Construction contractor company to develop and implement a formal environmental and social management system (ESMS) in line with the requirements of ISO 14001 and OHSAS 18001 standard including a detailed organizational structure</li> <li>Construction contractor to establish a strong HSE team including an experienced Environmental Manager and a Health and Safety Manager with clearly defined roles and responsibilities and authority</li> <li>Resource IMM to monitor the implementation of Environmental, OHS and social requirements by the main construction contractor</li> <li>Prepare and implement an environmental and social management plan (ESMP) and supporting plans to be implemented during the construction activities</li> </ul>
2	EHS monitoring	Management of ES impacts and risks	<ul style="list-style-type: none"> <li>Construction contractor to undertake air emissions monitoring at sites of large excavation activities and excavated material transport and to identify and implement mitigation measures as appropriate</li> <li>Construction contractor to undertake noise and vibration monitoring at the construction sites and to identify and implement mitigation measures as appropriate</li> </ul>

No.	Issue	ES Risks/Benefits	Mitigation Measures
			<ul style="list-style-type: none"> <li>• IMM to develop a contractor monitoring programme (including developing an Environmental and OHS audit team)</li> <li>• Construction contractor to develop and implement a Subcontractor Management Plan</li> </ul>
3	Traffic management	Management of traffic impacts and risks	<ul style="list-style-type: none"> <li>• IMM to prepare Traffic Circulation Projects related to traffic diversions and have them approved by relevant authorities</li> <li>• Construction contractor to develop and implement a robust traffic management plan for the construction sites</li> </ul>
4	Labour and working conditions	Improved human resources practices and compliance with National legislations and EBRD PR2 requirements	<ul style="list-style-type: none"> <li>• Construction contractor to develop an HR Policy and a Personnel Regulation Procedure which defines key employee rights in line with national laws and EBRD requirements and to assign an HR team to the Project, and to communicate the HR policy and procedures to all its employees and subcontractors</li> <li>• Construction contractor company to develop and maintain employee records/documentation of its own workers and its subcontractors in line with the legislation</li> <li>• Construction contractor company to conduct an internal labour audit every quarter at each site during construction</li> <li>• Construction contractor to develop dormitory conditions in line with IFC/EBRD Workers' accommodation; process and standards</li> <li>• Construction contractor to establish and implement a "formal employee grievance mechanism" for all direct and sub-contracted employees and provide them information on channels for internal communication and raising grievances</li> </ul>
5	Permitting	Compliance with Turkish legislation	<ul style="list-style-type: none"> <li>• Construction contractor to obtain necessary permits (e.g. disposal of excavated materials, wastewater connection permits for construction sites, approvals related to creek crossing) from relevant authorities</li> <li>• IM and construction contractor company to clarify whether any project sites fall within the Regulation on Soil Pollution Control and Point-Source Contaminated Sites (RSPC) and to fill out the Activity Preliminary Information Sheet as per the RSPC, if required</li> </ul>
6	Waste management	Compliance with Turkish legislation	<ul style="list-style-type: none"> <li>• Construction contractor to develop and implement Waste Management Plan and to ensure that the wastes are stored at the construction sites in accordance with the regulations, waste records and disposal records are kept</li> <li>• IM to renew waste storage area at the maintenance workshop in line with the regulatory requirements and obtain an approval letter from Izmir PDEU on the temporary waste storage area</li> </ul>
7	Occupational health and safety (OHS) practices	Increased health and safety performance in the workplace	<ul style="list-style-type: none"> <li>• Construction company to implement an occupational health and safety (OHS) management system and practices to guide all activities during construction.</li> </ul>

No.	Issue	ES Risks/Benefits	Mitigation Measures
			<ul style="list-style-type: none"> <li>• Construction contractor to prepare relevant risk assessment documentation to cover all risks related to construction activities (including but not limited to third-party access to construction sites, vibration, road safety risks associated with truck drivers) and implement mitigation measures based on the risk assessment study</li> <li>• Construction Contractor to take necessary actions for protection of employee health</li> <li>• IMM to undertake regular inspections at construction sites and to monitor the contractor incidents and review OHS performance on a monthly basis</li> </ul>
8	Community health and safety / emergency cases	Protection of community health and safety	<ul style="list-style-type: none"> <li>• Construction contractor to develop road safety policy, practices and procedures to include a defensive, anti-rollover and antiskid driving training program for own drivers and concrete mixer supplier drivers</li> <li>• Construction contractor to monitor and analyse public accidents and incidents related to construction activities</li> <li>• IMM/construction contractor to place road signs clearly where rerouting will be made for better traffic flow</li> <li>• Prepare an emergency preparedness procedure and plan which includes a worst-case scenario and provide training on how to react in the event of a worst-case scenario</li> <li>• Conduct a complete life and fire safety review of the Project components (metro line, tunnels, stations) by competent fire experts</li> </ul>
9	Stakeholder engagement	Maintain effective relationships with stakeholders Effective management of conflicts	<ul style="list-style-type: none"> <li>• IMM to develop and implement the Stakeholder Engagement Plan (SEP) specific to the Project to ensure effective communication with the stakeholders through publications and corporate websites</li> <li>• Construction contractor company to develop and implement a Formal Grievance Mechanism specific to the construction activities</li> <li>• IMM to review regularly the grievances submitted to construction contractor to ensure that all grievances are resolved</li> </ul>

## 7 What are the approaches of IM and IMM to stakeholder engagement?

Both IM and IMM consider stakeholder engagement (including dialogue, consultation and the disclosure of information) to be a key element of Project planning, development and implementation, and are committed to a transparent and respectful dialogue with stakeholders. IM has developed a Stakeholder Engagement Plan which provides details of the approach to stakeholder engagement and their planned meetings and commitments.

## 8 How will IM and IMM communicate and engage with stakeholder?

A Stakeholder Engagement Plan is in place to ensure that there is regular ongoing engagement with the community, local government and organisations, to inform them of plans and developments on an ongoing basis and gather any complaints or feedback.

## 9 How can stakeholders make a complaint or make an inquiry?

Both IM and IMM employ Grievance Mechanisms which provide a process for all people to easily convey their complaints and suggestions and allows the project to respond to and resolve the issues in an appropriate manner.

Grievance procedures provide a channel for individuals, groups and communities to raise any concerns that they have. Any complaint can be lodged:

The contact details for submitting grievances to Izmir Metropolitan Municipality (IMM) and Izmir Metro A.S. (IM) are provided below:

**IMM HEMŞEHİRİ İLETİŞİM MERKEZİ (HİM)**

**CUMHURİYET BULVARI NO: 1 KONAK / İZMİR**

E-mail: [him@izmir.bel.tr](mailto:him@izmir.bel.tr)

Telephone (Customer Call Centre): +90 444 40 35 or 185

Website: <http://him.izmir.bel.tr/>

**İZMİR METRO A.S.**

**2844 SOK. NO:5 35110-01 MERSİNLİ / İZMİR**

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