REPUBLIC OF TURKEY
MINISTRY OF TRANSPORT
AND INFRASTRUCTURE

AYGM
Altyapı Yatırımları Genel Müdürlüğü

ÇINAR®
ENGINEERING
CONSULTANCY INC.

FİLYOS PORT AND INDUSTRIAL ZONE RAILWAY CONNECTION PROJECT

TRAFFIC (TRANSPORTATION) MANAGEMENT PLAN

CNR-ZNG-TTMP-002
Final

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Project Location	**Zonguldak Province, Çaycuma District**
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Report Submission Date	**25.12.2025**

TABLE OF CONTENTS

LIST OF TABLES

ABBREVIATIONS & DEFINITIONS

Contractor	Expert Firms responsible for the construction of the Project on behalf of DGII
DGII	Directorate General of Infrastructure Investments
EHS	Environmental Health and Safety
ESIRT	Environment and Social Incidence Response Toolkit
ESMP	Environmental and Social Management Plan
ESS	Environmental and Social Standard
GIIP	Good International Industry Practice
HS	Health and Safety
OHS	Occupational Health and Safety
RCA	Root Cause Analysis
TTMP	Traffic (Transportation) Management Plan
WB	World Bank

1 INTRODUCTION

1.1 Purpose

Traffic (Transportation) Management Plan (TTMP) has been prepared to cover all phases of the Project in accordance with World Bank ESSs, the regulatory frameworks of the Republic of Türkiye, World Bank Group (WBG) General Environmental, Health, and Safety (EHS) Guidelines, and applicable Good International Industry Practice (GIIP).

TTMP has been prepared to cover the investment/operation phase of the Project in line with the aforementioned Project Standards. The main purpose of this TTMP is to define the requirements for traffic management during the lifecycle of the Project, identify management practices and ensure that all practices are in line with the Project Standards.

The main objectives of the TTMP are set out below:

- To provide effective process management, safe flow and secure working environment by controlling machinery and equipment operations,
- To prevent traffic-related injuries and fatalities during all phases of the Project and to control the risks that cause them,
- To manage interactions with vehicle traffic and third-party pedestrians,
- To minimize traffic jams and obstacles to the routine works of local community,
- To provide safe, fast and easy access for emergency vehicles,
- To minimize fuel consumption throughout the life cycle of the project.

1.2 Scope

TTMP covers the planned land preparation and construction activities of the Project. It is prepared for implementation by DGII employees, contractors, and sub-contractors. Contractors are also required to adopt TTMP requirements within their management plans. In addition, this plan includes the mitigation measures and administrative actions required for the increase in traffic caused by the project. All contractors and subcontractors will comply with the requirements of this plan.

Extensive transportation activities will take place during the land preparation and construction phase of the Project. The movement of Project trucks for land preparation and construction works will lead to an increase in traffic load. Other factors contributing to increased road traffic during land preparation and construction activities include:

- The entry and exit of personnel working at various points in the Project area,
- Transportation of equipment, construction materials, and waste.

The TTMP includes the mitigation measures and administrative practices required to prevent or minimize the negative impacts on the environment and society that will occur as a result of the activities to be carried out during the construction and operation phases of the Project by evaluating the traffic load together with the existing traffic load.

TTMP is part of the Project's Environmental and Social Management Plan (ESMP) and covers all activities during the construction and operation phases of the Project. It should therefore be considered together with other relevant plans/procedures prepared in this scope.

1.3 Objectives and Performance Indicators

The primary objective of this TTMP is to establish a secure working environment for all Project staff and safeguard the impacted communities and biodiversity values from potential traffic hazards arising due to increased traffic load resulting from the Project's land preparation and construction activities. This plan will particularly focus critical points along the construction route, especially near project elements like camp sites and auxiliary facilities (temporary construction material storage areas, etc.). The TTMP will be enacted to ensure the implementation of all traffic-related management controls and to provide necessary training to both Project staff and affected communities.

Within the scope of TTMP, the goal is to minimize the occurrence of potential traffic incidents. The key performance indicators for the TTMP are as follows:

Table 1. Key Performance Indicators for TTMP

Key Performance Indicator	Timeframe	Record	Responsibility
Number of reported on-site traffic accidents	Zero in a year	HS Records	Contractor
Monitoring reports on vehicle maintenance	Monthly	HS Records	Contractor
Speed limits in place and enforced	Zero traffic penalty in a year	HS Records	Contractor
Project staff and community training on traffic safety, signs and rules to follow	Twice a year	Training records	Contractor
Traffic signs and warnings are placed at appropriate locations	After logistics study and weekly controls	HS Records	Contractor
Complaints on project vehicles and drivers	Zero in a year	Complaint records	Contractor
Number of road repair works	Once a year (after rainy seasons that may impact the roads adversely)	Monitoring Records	Contractor
Communication records with authorities and communities in terms of early warnings, incidents, potential hazards and emergencies	If required	HS Records	Contractor
Project road damage/repair records	Once a year	HS Records	Contractor
Participation rate in trainings related to the plan	Once a year	HS Records	Contractor
Permits and licenses related to the transport of dangerous goods and other traffic issues	If required	HS Records	Contractor

2 ROLES AND RESPONSIBILITIES

DGII will monitor the implementation of the TTMP through auditing and inspections. The Contractor will ensure that subcontractors work in compliance with the requirements of the TTMP. The Contractor will avoid the sensitive residential areas and historical and cultural road infrastructure during defining the traffic routes. The Contractor will also ensure minimal damage to road infrastructure, communicate with the local authorities in case of road damages, and repair such damages. The Contractor will develop, implement and maintain a Project-specific TTMP and related procedures. The Contractor's TTMP will include, but not be limited to;

- The identification of the transportation routes for the goods and material to and from working area,
- The interface with the Logistics Study that will be prepared by Contractor,
- The deficiencies in the existing local infrastructure in coordination with DGII and develop upgrading plans,
- Identification of access roads,
- Defining speed limits,
- Details of the training program for drivers,
- Managing workforce transportation,
- Creating an access road register,
- Assessing existing and new access roads before use,
- Providing road signage,
- Conducting training programs for the community.

The Contractor will prepare a site-specific TTMP to ensure road traffic safety and mitigate potential risks arising from the anticipated increase in traffic load during the land preparation and construction phases of the Project. This plan will serve as the foundation for both the operation and decommissioning phases. The additional vehicle load, types, and counts that may be observed on the highway during the land preparation, construction, and operation phases of the Project will be determined, calculated as percentages, and disclosed. The Traffic (Transport) Management Plan, once developed, will be submitted to DGII, and activities will be executed in coordination with them.

3 LEGAL FRAMEWORK

3.1 National Legislation

Environmental Law No. 2872, Labor Law No. 4857, OHS Law No. 6331, Highway Traffic Law No. 2918 and Law on the Liberalization of Railway Transport No. 6461 are the main laws that are at the forefront of this process management. Particularly, the current Turkish national regulations regarding traffic and road safety/security are summarized below.

- Regulation on Highway Traffic (Official Gazette dated 18.07.1997 and numbered 23053)
- Regulation on the Transportation of Hazardous Substances via Highways (Official Gazette dated 18.06.2022 and numbered 31870)
- Regulation on Facilities to be Built and Opened on the Roadside (Official Gazette dated 13.08.2022 and numbered 31922)
- Regulation on Road Infrastructure Safety Management (Official Gazette dated 21.10.2018 and numbered 30572)
- Railway Safety Regulation (Official Gazette dated 19.11.2015 and numbered 29537)
- Regulation on Railways Safety Critical Work (Official Gazette dated 31.12.2016 and numbered 29935)
- Regulation on Measures and Implementation Principles to be Taken at Railway Level Crossings (Official Gazette dated 11.02.2023 and numbered 32101)

3.2 International Standards

As the WB is the lending institution for the project, it should be in line with National Legislation as well as international standards and good industrial practices.

WB has established Environmental and Social Standards (ESSs) to define its borrowers' responsibilities for managing their environmental and social risks. During the investment period, the borrower is required to comply with these standards. The international standards and guidelines applicable to this TMMP are listed below:

- World Bank Environmental and Social Standards
    - ESS1: Assessment and Management of Environmental and Social Risks and Impacts,
    - ESS2: Labor and Working Conditions,
    - ESS3: Resource Efficiency and Pollution Prevention and Management,
    - ESS4: Community Health and Safety
- WBG General Environmental, Health and Safety (EHS) Guidelines (2007)
- WBG EHS Guidelines for Railways (2007)

4 TRAFFIC MANAGEMENT

4.1 Transportation to the Railway Location

The last mile of railway connecting Filyos Port and the Filyos Industrial Zone holds significant strategic and logistical importance. A design speed of 50 km/h has been targeted for the railway, determined by considering both its suitability for freight transport and the region's topographical conditions.

This project not only supports regional economic development but also plays a critical role in expanding and strengthening national logistics networks. In designing the route, careful attention has been paid to preserving the natural environment and creating infrastructure that aligns with the region. Additionally, integrating with existing railway networks has been prioritized to optimize transportation capacities in the area.

The project route is planned in an area within the boundaries of Filyos Town, located in the Çaycuma District of Zonguldak Province. The route begins northwest of Derecikören Village and follows the surrounding natural geographical features, passing to the northeast of Gökçeler Village. Along the route, there are various natural and artificial obstacles, the most significant of which is the Filyos River, to be crossed via a bridge. After crossing the Filyos River, the route continues through the TPAO facilities, extending to the end of the eastern quay at Filyos Port, which is positioned west of Sazköy Village.

The connection line within the project is designed as a double track with a total length of 6,685.5 meters. Of this, 1,735.5 meters will be constructed as slab track (concrete-based rail system). At Gökçeler Station, a total of 3,021 meters of additional track will be added, along with a 393-meter-long track designed for planned future quay extensions, bringing the total rail length to 16,785 meters.

The main works to be carried out within the scope of the project are as follows:

- A station with a 300-meter-long loading platform and associated structures, with a total length of 1,280 meters.
- 17 units of 1/9 switches.
- 1,735.5 meters of slab track construction for the Filyos Port Area.
- 4 box culverts, each 2.00x2.00 meters, totaling 207.63 meters in length.
- 1 box culvert, 10.00x5.00 meters, with a total length of 16.65 meters.
- 1 underpass, 12.00x5.00 meters, with a total length of 30.77 meters.
- 1 Filyos River Railway Bridge, 387.50 meters long.
- 1 Pipe Crossing Railway Bridge, 74.00 meters long.

The proposed railway route and access to the project area are primarily provided by the Bartın-Zonguldak Highway, along with other state and link roads, as shown in Figure 1.

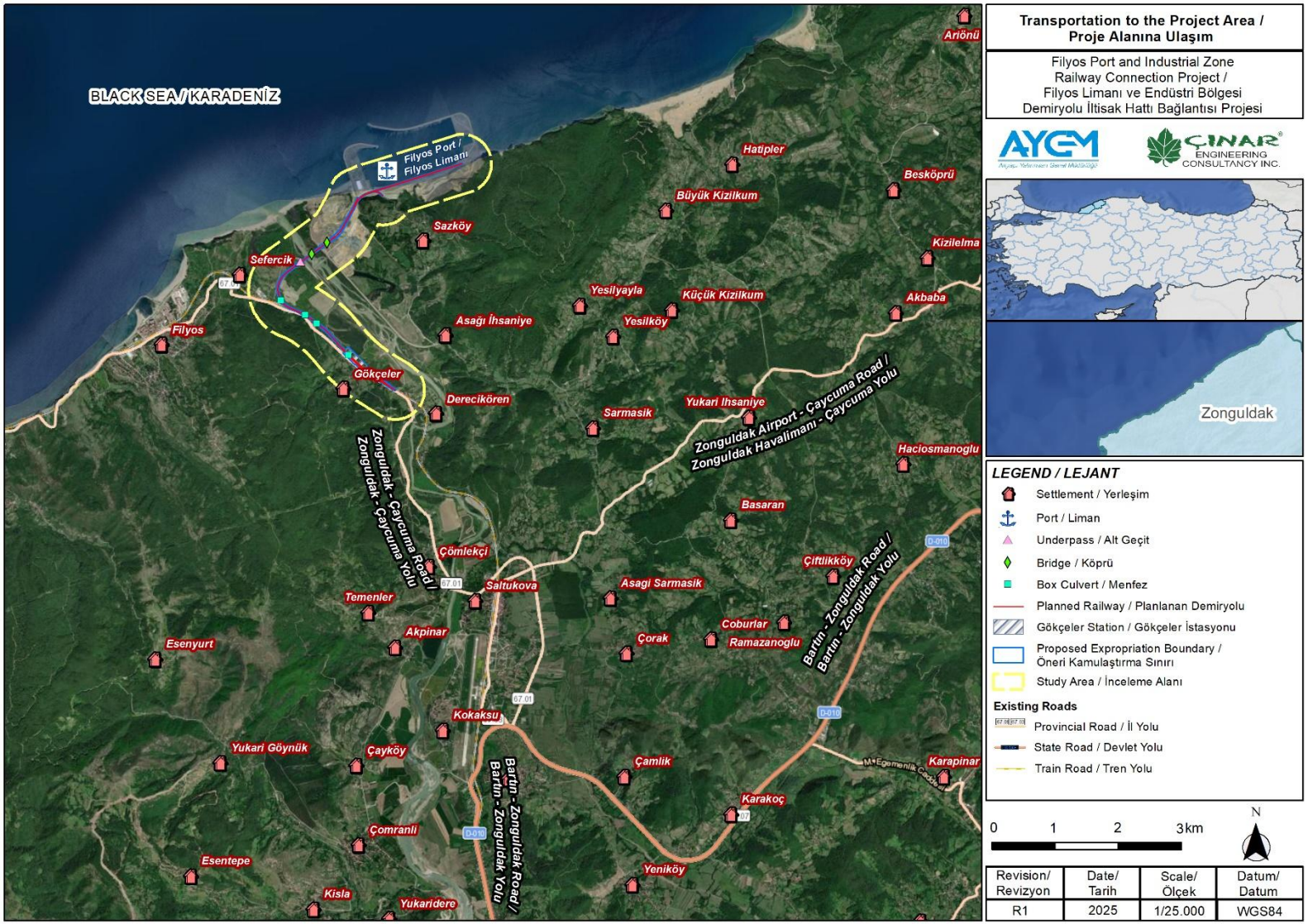

Figure 1. Transportation to the Project Area

In this context, no routes other than the aforementioned transportation routes should be utilized by transportation parties, except in cases of necessity. Since the highways are not exclusively reserved for the project components, traffic accidents related to the use of these roads that could affect public health and safety do not fall solely under the responsibility of the project components. However, the presence and positioning of traffic signs, mandated by national legislation at the entrances, exits of the facility, and other necessary points, will be regularly inspected. In case of any nonconformities, the relevant project unit will be contacted, and every possible effort will be exerted to rectify the identified deficiency.

4.2 Construction Phase

During the construction phase of the Project, the traffic load caused by the movement of construction machinery prior to the construction works will not cause a significant increase in existing traffic.

The movement of workers, vehicles, and equipment, as well as transition areas, must be carefully planned and organized within the site. On-site traffic management rules should be adhered to meticulously to mitigate and control potential hazards stemming from the machinery, vehicles, and equipment used on-site.

On-site Traffic Management

The following rules will be followed for traffic management during the construction phase of the facility:

- The construction site entrances and exits should be designed to use a single point for access.
- Designated areas where personnel on foot are restricted from entering must be clearly identified, communicated to all personnel, and physically secured.
- Machinery such as dozers, cranes, and diggers have blind spots that can pose risks to workers during movement. To mitigate these risks, operators will be assisted by signalers or spotters during operations.
- Construction vehicles capable of movement and rotation should be enclosed with cones, warning equipment, and barriers. Personnel working in these areas will be informed about ongoing work.
- After their tasks are completed or temporarily halted, construction machinery and auxiliary vehicles should be parked in suitable designated areas.
- Workers on foot should use marked and barricaded walkways to avoid areas where heavy machinery is in operation and other hazardous zones.
- Unauthorized personnel will be strictly prohibited from entering the construction site.
- Emergency assembly areas should be designated in non-hazardous zones. Workers should be informed about the location and boundaries of these areas.
- Equipment and vehicle drivers/operators will utilize standardized labels and signs. They will also receive necessary training to effectively communicate with workers on foot, promptly recognize hazardous situations, intervene swiftly, and comprehend the maneuvering limitations of vehicles and equipment.
- The excavated material and vegetative soil resulting from excavation and soil stripping activities will be transported to designated storage areas in a covered manner. This process will adhere to the conditions outlined in Article 128 "Dimensions and Weights of Vehicles" of the Highways Traffic Regulation.
- Trucks used for transportation will be loaded and unloaded gradually and under controlled conditions to prevent excessive dusting during these operations.
- Throughout the construction phase of the Project, strict compliance will be maintained with the Traffic Law No. 2918 and all other laws and regulations pertinent to highways.

- Throughout the construction phase of the project, the location planning of all facility units and structures to be established within the project's scope will adhere to the provisions of the "Regulation on the Facilities to be Built and Opened on the Roadside" and the Highway Expropriation Limit Setbacks.
- While transporting materials and plant machinery-equipment during the construction phase, care will be taken to avoid causing any damage to the highways and related facilities. In the event of any damage, the project owner will assume responsibility for covering the damage, in accordance with the protocol to be established with the 15th Regional Directorate of Highways (Kastamonu).

Off-site Traffic Management

Off-site traffic management will include the following measures:

- Trucks and other vehicles will be equipped with silencers where necessary to mitigate noise.
- Drivers will undergo training to minimize unnecessary noise generation.
- Vehicles transporting materials will be covered with tarpaulins to prevent dust dispersion.
- Trucks will adhere to their maximum load-carrying capacity and will not be overloaded.
- Drivers will comply with Turkish laws regarding speed limits for various vehicle types and road categories.
- Throughout the construction phase, the relevant company will implement a range of traffic safety measures at road entrances and exits, aligned with the guidance of the 15th Regional Directorate of Highways.
- Appropriate warning signs will be strategically placed on roads and intersections to alert non-project drivers and pedestrians to project-related traffic.
- Work will be scheduled to avoid peak daily activity hours.
- During the construction phase of the Project, entrances and exits to and from the facility will be provided from existing intersections.
- The construction phase of the project will adhere to relevant national legislation and international standards.

According to the Highways Traffic Regulation, Table 2 presents the minimum and maximum speed limits for different vehicle types. Drivers involved in project operations will operate in accordance with this regulation.

Table 2. Road Traffic Regulation, Minimum and Maximum Speed Limits for Vehicle Types

Vehicle Type	Max Speed Limit (km/h)			
	Inside Settlement	Outside Settlement		On Highways
		Intercity Bidirectional	Divided Roads on Highways	
Automobile (M1), (M1G)	50	90	110	120
Minibus (M2)	50	80	90	100
Bus (M2-M3),	50	80	90	100
Pickup truck (N1), N1G)	50	80	85	95
Panel van (N1)	50	85	100	110
Truck (N2-N3), Tow Truck (N2-N3)	50	80	85	90
Motorcycle (L3)	50	80	90	100
Motorcycle (L4, L5, L7)	50	70	80	80
Motorized bicycle (L1, L2, L6) Non-motorized bicycle	30	45	45	Not allowed
Vehicles carrying dangerous goods (if there is no contrary provision in their documents)	30	50	60	70
Vehicles traveling on the highway with a special cargo transportation permit or special permit (If there is no contrary provision in the documents)	30	50	50	60
Rubber wheel tractors	20	30	40	Not allowed
Vehicles towing a faulty vehicle	20	20	30	40
Work machines	20	20	20	No entry without permission from the organization responsible for the construction, maintenance or operation of the road

4.3 Operation Phase

During the operation phase of the Project, an increase in traffic is not expected due to the nature of the activities of project. Since the main objective of the Project is to establish railway connections between the organized industrial areas and Filyos Port, it is foreseen that the traffic loads of the mentioned roads will be reduced during the operation phase.

5 MITIGATION MEASURES AND MANAGEMENT CONTROLS

The contractor will establish communication channels with local authorities under the coordination of DGII for road crossing works. This collaboration will ensure that all requirements set forth by the authorities are effectively met.

The contractor will engage with the local community to discuss the sections of Project traffic routes that intersect their areas. The objective is to minimize safety risks and mitigate impacts on local livelihoods and transportation patterns. This may include considerations for activities such as animal grazing and shuttle services.

A thorough survey will be conducted by the Contractor to assess the condition of roads affected by the construction phase. This assessment aims to identify whether any upgrading activities are needed. Additionally, it guarantees that once construction operations conclude, the roads are restored to their previous or improved conditions.

Access to the construction corridor will largely rely on existing roads. These access roads will be used temporarily for transporting personnel, equipment, vehicles, heavy trucks, and materials to the worksite. Roads unsuitable for accommodating heavy construction machinery will be limited to light truck traffic, such as pickup trucks.

The passage of construction traffic through settlements should be avoided whenever alternative roads are available. Where passage through settlements is unavoidable, all necessary safety measures—such as speed limits, traffic signs, and driver training—must be implemented to minimize risks to local communities. Engagement with community representatives should be conducted to ensure traffic routes are planned in consideration of daily community activities, such as school transportation hours and market days. Communities must also be informed about the construction schedule, planned activities, and safety measures through appropriate channels, such as meetings, leaflets, notices, and signage.

Construction activities will primarily utilize existing asphalt or stabilized roads. These roads typically won't necessitate improvements unless the roadbed's quality has deteriorated, resulting in challenging or unsafe driving conditions for both public and construction-related traffic.

Access to settlements will always be ensured, either by providing detours or allowing vehicle and livestock passage during specific hours. This will be facilitated through the utilization of suitable materials like steel plates placed over trenches. If restrictions on access become necessary, viable alternative solutions will be collaboratively determined with local authorities.

Access to the properties will be guaranteed or appropriate alternative access solution to be agreed with owners or users will be implemented.

Local communities will receive information from the Contractor about planned road closures or disruptions. This communication will occur through official channels and signage, with a minimum of 72 hours' notice.

Easy-to-read signs will be used to indicate any type of diversion or of traffic changes related to the Project activities.

Enhanced safety will be prioritized through temporary traffic control measures and appropriate signage to emphasize warnings.

Temporary traffic control measures will be implemented at intersections and junctions identified as having a higher risk of road accidents.

Intersections where temporary roads intersect with access roads will be designed to ensure traffic safety, especially for heavy-loaded vehicles.

Authorities will be promptly notified when oversize heavy vehicles are required, and these vehicles will be accompanied by escorts.

Regular inspections will be conducted on frequently used roads to ensure they remain undamaged, and repairs will be carried out as needed.

Permission from the relevant authorities will be obtained for night work.

Staff transportation will be organized with the goal of reducing the required number of vehicles whenever possible. This may involve the use of buses and other collective means of transport.

Local authorities and local communities will be informed and consulted on impacts on traffic due to the Project activities and planned mitigation measures during the pre-construction and construction meetings and related Stakeholder Engagement Activities.

A Grievance Mechanism will be set up for communities and individuals to formally communicate their concerns, complaints and grievances to the Contractor and facilitate resolutions that are mutually acceptable by the parties.

Existing corridors for main access roads and the construction area will be used. The personnel would be transported to the work areas by buses. The development of new access roads will be minimized.

Only existing roads, designated access roads and previously disturbed/cleared sites will be used for the Project facilities.

For new access roads, the design will incorporate appropriate slope and cross-fall drainage systems. This design aims to ensure the safe redirection of storm water to off-road soak ways, effectively preventing erosion and silt buildup. When new access roads are required, the contractor will seek approval from DGII and perform necessary permitting procedures, including Environmental and Social Impact Assessment studies.

Regular maintenance of roads will be conducted to minimize dust generation. Roads frequently used will undergo routine inspections to promptly identify any damage and carry out repairs as needed.

Following the completion of the logistics study and the determination of access roads for the construction phase, the Contractor will conduct a comprehensive construction site traffic risk assessment study.

The Contractor will be responsible for planning and managing vehicle operations on the construction site. The Contractor's HS (Health and Safety) Expert will conduct daily checks to ensure the vehicles are operating properly, and effective vehicle maintenance programs will be established. The Contractor will also ensure the provision of safe work environments at the construction site, including providing defensive driving training for all project personnel.

Regular weekly checks of the construction site will be carried out by the Contractor's HS expert. These checks will aim to inform staff about any potential traffic-related risks.

The steps to be taken after an accident occurs in construction site are explained in the Emergency Preparedness and Response Plan.

6 TRAINING, REPORTING AND MONITORING

6.1 Training

All employees of the contractor will receive fundamental training on environmental, social, health and safety, labor, and security matters.

Prior to the commencement of the project's construction phase, an assessment of all access roads will be conducted, and all project personnel will undergo essential training to address potential risks. Additionally, the project area will be subject to daily monitoring by OHS teams. This monitoring will identify any additional training needs, and prompt organization of relevant training sessions.

6.2 Reporting and Monitoring

The main monitoring activities outlined in the ESMP will focus on ensuring compliance with the mitigation measures and management controls described and key performance indicators identified within the scope of this TTMP.

On-site and off-site TTMP monitoring requirements will be detailed in management/implementation plans and procedures to be prepared by the Contractor prior to the onset of the land preparation and construction phase of the Project. Monitoring activities (see Table 3) will be designed to target specific topics to meet site-specific requirements in line with the Monitoring Plan framework provided in the ESMP and considering the key performance indicators.

An internal reporting system will be designed to ensure a timely feedback procedure incorporating results of monitoring into management practices. Monitoring Reports will be shared to DGII and WB including status of Key Performance Indicators.

The planned and realized trainings will be followed regularly and all records will be kept. The status of the project area will be checked daily by OHS Teams and in case a possible training need is determined, a new training program will be created, and training will be provided to the staff and these trainings will be reported monthly.

Table 3. Monitoring Activities

Requirement	Timeframe	Monitoring Responsibility	Realization Responsibility
Providing traffic related trainings, especially trainings for drivers.	Twice a year	Administrative Affairs Officer	Contractor
Within the scope of the supply of hazardous materials and chemicals, transportation of suppliers in accordance with the Regulation on the Transportation of Dangerous Goods by Road.	Continuous	Administrative Affairs Officer	Contractor
Speed limits in place and enforced.	Zero traffic penalty in a year	Administrative Affairs Officer	Contractor
Periodic maintenance of contractor / sub-contractor is up to date.	1 every 3 months and/or when a new supplier is contracted	Administrative Affairs Officer	Contractor
Traffic signs and facility access roads are appropriate.	Monthly	Administrative Affairs Officer	Contractor

The World Bank and DGII will be promptly notified of any incident or accident related to the Project which has, or is likely to have, a significant adverse effect on the environment, the affected communities, the public or workers including but not limited to; incidents and accidents encountered during construction works, environmental spills, etc.

Sufficient detail will be provided regarding the incident or accident, findings of the Root Cause Analysis (RCA), indicating immediate measures or corrective actions taken or that are planned to be taken to address it, compensation paid, and any information provided by any contractor and supervision consultant, as appropriate. It will be ensured that the incident report is in line with the World Bank's Environment and Social Incidence Response Toolkit (ESIRT). Subsequently, as per the Bank's request, a report on the incident or accident and propose any measures to prevent its recurrence will be prepared.

7 REFERENCES

- Pollution Prevention Plan (CNR-ZNG-PPP-002)
- Community Relations Plan (CNR-ZNG-CRP-002)
- Employment and Training Plan (CNR-ZNG-ETP-002)
- Emergency Preparedness and Response Plan (CNR-ZNG-EPRP-002)
- Stakeholder Engagement Plan (CNR-ZNG-SEP-002)
- Community Health and Safety Management Plan (CNR-ZNG-CHSMP-002)