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MINISTRY OF TRANSPORT  
AND INFRASTRUCTURE

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ENGINEERING  
CONSULTANCY INC.



**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan  
February 2026  
Final**



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|  |                     |              |
|--|---------------------|--------------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |              |
| <b>Stakeholder Engagement Plan</b>                   |                     |              |
| Final  | Date: February 2026 | Page: i / vi |

## TABLE OF CONTENT

|   |           |
|---|-----------|
| TABLE OF CONTENT .....  | i         |
| LIST OF TABLES .....  | iii       |
| LIST OF FIGURES .....   | iv        |
| ACRONYMS AND ABBREVIATIONS .....  | v         |
| <b>1 INTRODUCTION / PROJECT DESCRIPTION .....</b>   | <b>1</b>  |
| 1.1 Introduction .....  | 1         |
| 1.2 Project Overview .....  | 1         |
| 1.3 Purpose and Objectives of SEP .....   | 4         |
| <b>2 REGULATIONS AND REQUIREMENTS .....</b>   | <b>6</b>  |
| 2.1 Turkish Requirements (National Legislation) .....   | 6         |
| 2.2 World Bank Requirements .....   | 6         |
| 2.3 Gaps Between Turkish Legislation and World Bank Requirements .....  | 6         |
| <b>3 BRIEF SUMMARY OF PREVIOUS STAKEHOLDER ENGAGEMENT ACTIVITIES .....</b>  | <b>7</b>  |
| 3.1 Consultations conducted prior to SEP .....  | 7         |
| 3.2 Consultations conducted as part of prior projects which are relevant to SEP activities in the current project ..... | 18        |
| 3.3 Other documented forms of engagement .....  | 21        |
| 3.4 Stakeholder Consultations Undertaken During the Preparation and Finalization of the SEP .....                       | 22        |
| 3.4.1 Public Participation Meeting (EIA) .....  | 22        |
| 3.4.2 Public Consultation and Disclosure Meeting (ESIA) .....   | 23        |
| <b>4 STAKEHOLDER IDENTIFICATION AND ANALYSIS .....</b>  | <b>25</b> |
| 4.1 Project-affected parties .....  | 26        |
| 4.2 Other interested parties .....  | 28        |
| 4.3 Disadvantaged/vulnerable individuals or groups .....  | 28        |
| 4.4 Summary of stakeholder interest in and influence over the project .....   | 29        |
| <b>5 STAKEHOLDER ENGAGEMENT PROGRAM .....</b>   | <b>31</b> |
| 5.1 Purpose and timing of stakeholder engagement program .....  | 31        |
| 5.2 Proposed strategy for information disclosure .....  | 32        |
| 5.3 Proposed strategy for consultation .....  | 34        |
| 5.4 Proposed strategy to incorporate the view of vulnerable groups .....  | 36        |
| 5.5 Timelines .....   | 37        |
| 5.6 Review of Comments .....  | 37        |
| 5.7 Future Phases of Project .....  | 37        |
| 5.8 Reporting back to stakeholder groups .....  | 41        |
| <b>6 RESOURCES AND RESPONSIBILITIES FOR IMPLEMENTING STAKEHOLDER ENGAGEMENT ACTIVITIES .....</b>                        | <b>46</b> |
| 6.1 Implementation Arrangements .....   | 46        |
| 6.2 Timeframe .....   | 46        |
| 6.3 Roles and Responsibilities .....  | 46        |
| 6.4 Estimated budget .....  | 48        |

|  |                     |               |
|--|---------------------|---------------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |               |
| <b>Stakeholder Engagement Plan</b>                   |                     |               |
| Final  | Date: February 2026 | Page: ii / vi |

|     |  |     |
|-----|--|-----|
| 7   | GRIEVANCE MECHANISM .....  | 49  |
| 7.1 | Grievance process .....  | 49  |
| 7.2 | GM contact information.....  | 54  |
| 7.3 | GM Training .....  | 55  |
| 8   | MONITORING AND REPORTING .....   | 57  |
| 8.1 | Monitoring reports in the course of the project.....   | 57  |
| 8.2 | Involvement of stakeholders in monitoring activities.....  | 57  |
|     | APPENDICES .....   | 58  |
|     | Appendix-1: Minutes of Meeting_English .....   | 59  |
|     | Appendix-2: Findings of the consultations.....   | 80  |
|     | Appendix-3: Photographs Taken During the Interviews-1 <sup>st</sup> Phase of the Social Research.....                        | 99  |
|     | Appendix-4: Photographs Taken During the Interviews-2 <sup>nd</sup> and 3 <sup>rd</sup> Phases of the Social Research<br>100 |     |
|     | Appendix-5: Detailed Stakeholder List .....  | 101 |
|     | Appendix-6: Turkish Requirements (National Legislation) .....  | 113 |
|     | Appendix-7: World Bank Requirements .....  | 114 |
|     | Appendix-8 Gap Analysis Table .....  | 115 |
|     | Appendix-9: Project Informative Brochure (July 2025).....  | 116 |
|     | Appendix 10: Public Participation Meeting (EIA).....   | 118 |
|     | Appendix-11: EIA Information Meetings (19-21 November 2025).....   | 120 |
|     | Appendix-12: Public Consultation and Disclosure Meeting (ESIA) (12-13 February 2026) .....                                   | 122 |

|  |                     |                |
|--|---------------------|----------------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |                |
| <b>Stakeholder Engagement Plan</b>                   |                     |                |
| Final  | Date: February 2026 | Page: iii / vi |

## LIST OF TABLES

|  |    |
|--|----|
| Table 3-1 Meetings, Interviews, and Consultations Conducted During the ESIA & SEP Preparation Process..... | 10 |
| Table 3-2 Limitations within the social studies July, 2025.....  | 16 |
| Table 3-3 Previous consultations regarding Turkish requirements .....                                      | 19 |
| Table 3-4 Previous consultations regarding international requirements .....                                | 20 |
| Table 4-1 Population information of the Districts.....   | 26 |
| Table 5-1 Stakeholder Engagement Program.....  | 39 |
| Table 5-2 Monitoring Plan .....  | 42 |
| Table 6-1 Roles and responsibilities .....   | 47 |
| Table 6-2 Indicative budget table .....  | 48 |
| Table 10 GM Training Indicative Program.....   | 55 |

|  |                     |               |
|--|---------------------|---------------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |               |
| <b>Stakeholder Engagement Plan</b>                   |                     |               |
| Final  | Date: February 2026 | Page: iv / vi |

**LIST OF FIGURES**

Figure 1-1 Area of Influence ..... 3

Figure 3-1 Project-specific website ..... 22

Figure 4-1 Project-specific website ..... 27

Figure 6-1 SEP implementation arrangements ..... 46

Figure 7-1 GM Flowchart..... 53

|  |                     |              |
|--|---------------------|--------------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |              |
| <b>Stakeholder Engagement Plan</b>                   |                     |              |
| Final  | Date: February 2026 | Page: v / vi |

## ACRONYMS AND ABBREVIATIONS

|                              |  |
|------------------------------|--|
| <b>AFAD</b>                  | Disaster and Emergency Management Presidency                                   |
| <b>AKOM</b>                  | Disaster Coordination Center   |
| <b>Aol</b>                   | Area of influence  |
| <b>AYGM</b>                  | Directorate-General of Infrastructure Investments (DGII)                       |
| <b>BİLSEM</b>                | Science and Art Center   |
| <b>ÇASIAD</b>                | Çayırova Industrialists' and Businesspeople Association                        |
| <b>CEKUD</b>                 | Environmental Organizations Solidarity Association                             |
| <b>ÇEKÜL</b>                 | Foundation for the Protection and Promotion of Environment and Cultural Values |
| <b>CLO</b>                   | Community Liaison Officer  |
| <b>CSC</b>                   | Construction Supervision Consultant  |
| <b>CSO</b>                   | Civil Society Organization   |
| <b>D+B Contractor</b>        | Design-Build Contractor  |
| <b>DSİ</b>                   | General Directorate of State Hydraulic Works                                   |
| <b>DVIG</b>                  | Disadvantaged/Vulnerable Individuals or Groups                                 |
| <b>E&amp;S</b>               | Environmental and Social   |
| <b>EIA</b>                   | Environmental Impact Assessment  |
| <b>ESF</b>                   | Environmental and Social Framework   |
| <b>ESIA</b>                  | Environmental and Social Impact Assessment                                     |
| <b>ESMP</b>                  | Environmental and Social Management Plan                                       |
| <b>ESS</b>                   | Environmental and Social Standards   |
| <b>FAQ</b>                   | Frequently Asked Question  |
| <b>GBV</b>                   | Gender-Based Violence  |
| <b>GM</b>                    | Grievance Mechanism  |
| <b>GOSB</b>                  | Gebze Organized Industrial Zone  |
| <b>GoT</b>                   | Government of Türkiye  |
| <b>GRC</b>                   | Grievance Redressal Committee  |
| <b>HAVAŞ</b>                 | Airport Ground Handling Services Inc.  |
| <b>HEAŞ</b>                  | Airport Operations and Aviation Industries Inc.                                |
| <b>İBB</b>                   | Istanbul Metropolitan Municipality   |
| <b>İETT</b>                  | Istanbul Electricity, Tramway and Tunnel General Directorate                   |
| <b>İGA</b>                   | Istanbul Grand Airport   |
| <b>INRAIL (or "Project")</b> | Istanbul North Rail Crossing Project   |
| <b>İSBAŞ</b>                 | Istanbul Industry and Trade Free Zone Founder and Operator Inc.                |
| <b>İSKİ</b>                  | Istanbul Water and Sewerage Administration                                     |
| <b>İSTKA</b>                 | Istanbul Development Agency  |
| <b>KADEM</b>                 | Women and Democracy Association  |
| <b>KPI</b>                   | Key Performance Indicators   |
| <b>KVKK</b>                  | Law on the Protection of Personal Data   |
| <b>LMP</b>                   | Labor Management Procedures  |
| <b>MARKA</b>                 | East Marmara Development Agency  |
| <b>MoM</b>                   | Minutes of Meeting   |
| <b>MoTI</b>                  | Ministry of Transport and Infrastructure                                       |
| <b>MSB</b>                   | Ministry of National Defense   |

**Istanbul North Rail Crossing Project (INRAIL)****Stakeholder Engagement Plan**

Final

Date: February 2026

Page: vi / vi

|                |  |
|----------------|--|
| <b>Mukhtar</b> | Village / neighborhood headman                   |
| <b>NATM</b>    | New Austrian Tunneling Method                    |
| <b>NGO</b>     | Non-Governmental Organizations                   |
| <b>NTS</b>     | Non-Technical Summary                            |
| <b>OHS</b>     | Occupational Health and Safety                   |
| <b>OIP</b>     | Other Interested Parties                         |
| <b>OIZ</b>     | Organized Industrial Zone                        |
| <b>OSB</b>     | Organized Industrial Zone                        |
| <b>PAP</b>     | Project-Affected Parties                         |
| <b>PIU</b>     | Project Implementation Unit                      |
| <b>RF</b>      | Resettlement Framework                           |
| <b>RP</b>      | Resettlement Plan                                |
| <b>SEA</b>     | Sexual Exploitation and Abuse                    |
| <b>SEP</b>     | Stakeholder Engagement Plan                      |
| <b>SH</b>      | Sexual Harassment                                |
| <b>SiT</b>     | Protected Site                                   |
| <b>ŞÖNİM</b>   | Violence Prevention and Monitoring Center        |
| <b>TAYSAD</b>  | Automotive Suppliers Association of Türkiye      |
| <b>T.C.</b>    | Republic of Türkiye                              |
| <b>TCDD</b>    | Turkish State Railways                           |
| <b>TBM</b>     | Tunnel Boring Machine                            |
| <b>TEDAŞ</b>   | Turkish Electricity Distribution Corporation     |
| <b>TOKİ</b>    | Housing Development Administration of Türkiye    |
| <b>TOSB</b>    | Taysad Organized Industrial Zone                 |
| <b>TSE</b>     | Turkish Standards Institute                      |
| <b>TURMEPA</b> | Turkey Marine Environment Protection Association |
| <b>UKOME</b>   | Transportation Coordination Center               |
| <b>WB</b>      | World Bank                                       |
| <b>WWF</b>     | World Wildlife Fund                              |
| <b>YHT</b>     | High-Speed Train                                 |
| <b>YSS</b>     | Yavuz Sultan Selim Bridge                        |

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |         |
| Final  | Date: February 2026 | Page: 1 |

## 1 INTRODUCTION / PROJECT DESCRIPTION

### 1.1 Introduction

The Istanbul North Rail Crossing (INRAIL) Project (“Project”) is a strategic infrastructure initiative aimed at establishing a high-capacity, heavy-duty overland railway connection between the European and Asian sides of Istanbul. By addressing a critical gap in the national railway network, the project is expected to significantly enhance Türkiye’s intercontinental rail connectivity and overall logistics efficiency.

The Project involves the construction of an approximately 126-kilometer greenfield dual-track railway line, along with full electrification and advanced signaling systems. The alignment runs from Çayırova Station on the Asian side to Çatalca Station on the European side, crossing the Bosphorus via the Yavuz Sultan Selim Bridge, where space has been pre-designated for rail use.

In addition, the project includes high-standard rail connections to Istanbul Airport (on the European side) and Sabiha Gökçen Airport (on the Asian side). It is being implemented by the Directorate-General of Infrastructure Investments (AYGM) under the Ministry of Transport and Infrastructure (MoTI) of the Republic of Türkiye.

Technically, the Project comprises a large number of engineering structures designed to traverse the complex topography of Istanbul. The alignment incorporates 25 tunnels with a total length of 58.44 km—including 5 Tunnel Boring Machine (TBM) tunnels of 37.1 km and 20 New Austrian Tunneling Method (NATM) tunnels of 21.34 km—as well as 42 viaducts with a combined length of 22.1 km, 15 cut-and-cover tunnels totaling nearly 3 km, 21 underpasses and overpasses, and 37 culverts. Approximately 47% of the route will run underground, a choice aimed at reducing surface impacts on settlements, habitats, and landscapes. The Project also incorporates multimodal freight transfer facilities, transformer centers, emergency shafts, ventilation structures, and construction camps.

The Design-Build Contractor (D+B Contractor), who will be selected during the project implementation phase. This stakeholder engagement plan will be updated once the D+B Contractor is mobilized.

### 1.2 Project Overview

The INRAIL Project aims to strengthen Türkiye’s role as a regional logistics hub by investing in strategic railway infrastructure along the Trans-Caspian Middle Corridor. One of the Project’s key priorities is to address growing freight and passenger bottlenecks by establishing a high-capacity rail connection across the Bosphorus via the Yavuz Sultan Selim Bridge, linking Istanbul Airport and Sabiha Gökçen Airport — Türkiye’s busiest air transport hubs. The Project also aims to enhance urban mobility, reduce emissions from road transport, reinforce intercontinental connectivity, and support Türkiye’s long-term economic and climate goals.

INRAIL will be located on both the Asian and European sides of Istanbul. The railway line will begin near Çayırova Station in Kocaeli Province (Asian side) and extend westward to Çatalca Station in Istanbul Province (European side). The Area of Influence (AoI) map of the Project is given in Figure 1-1.

Construction phase impacts will be observed at the local level and within the Area of Influence, which extends up to 500 meters in both directions taking into account the alignment of the line. Since existing investment areas such as the Northern Marmara Motorway, including the Yavuz Sultan Selim Bridge, as well as the Sabiha Gökçen Airport and Istanbul Airport, will constitute components of the project, the construction phase impacts are expected to be largely reversible once the project enters the operation phase. taking into account the alignment of the line. Since existing investment areas such as the Northern Marmara Motorway, including the Yavuz Sultan

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |         |
| Final  | Date: February 2026 | Page: 2 |

Selim Bridge, as well as the Sabiha Gökçen Airport and Istanbul Airport, will constitute components of the project, the construction phase impacts are expected to be largely reversible once the project enters the operation phase.

Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan

Final

Date: February 2026

Page: 3

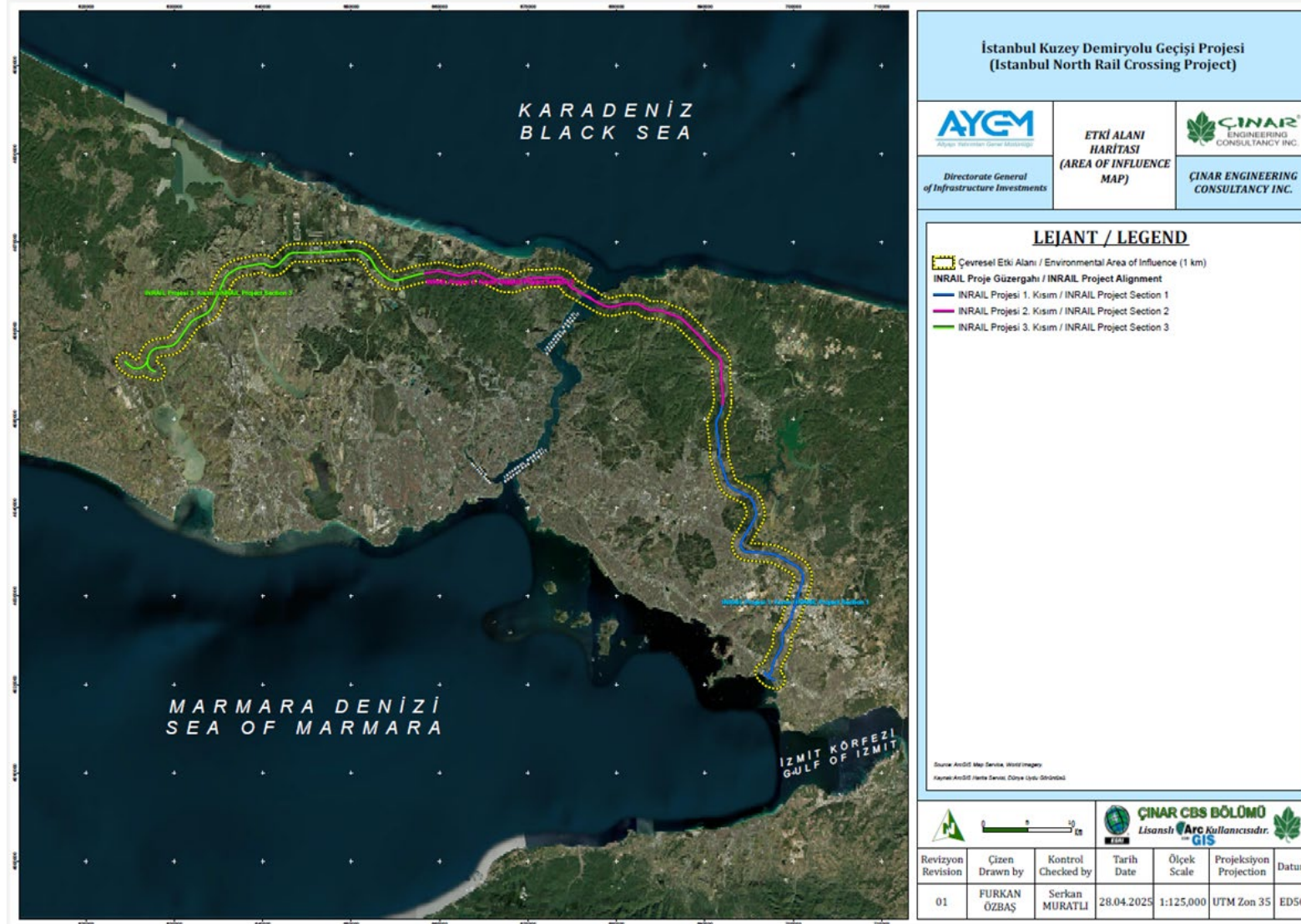


Figure 1-1 Area of Influence

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |         |
| <b>Stakeholder Engagement Plan</b>                   |                     |         |
| Final  | Date: February 2026 | Page: 4 |

### 1.3 Purpose and Objectives of SEP

This Stakeholder Engagement Plan (SEP) (*hereinafter "the SEP"*) has been developed to be applicable throughout the project cycle, in compliance with the World Bank's ESS10 on Stakeholder Engagement and Information Disclosure.

The overarching goal of this SEP is to establish a comprehensive program for engaging stakeholders, encompassing public information disclosure regarding the project and its potential environmental and social risks and adverse impacts and consultation throughout the entire project life cycle. The SEP delineates the strategies through which the project team will communicate with stakeholders and incorporates a mechanism for individuals to express concerns, provide feedback, or register complaints related to project activities.

The primary objective of the SEP is to ensure a consultative process with all relevant parties, including individuals, groups, and organizations impacted by or interested in the project. It aims to maintain a continuous exchange of information between these stakeholders and project activities throughout its duration. Stakeholder engagement is pivotal in these projects as it enables stakeholders to stay informed at every stage, articulate their expectations and concerns, and establish an open communication channel with the project's investor. The SEP pursues also the following objectives:

**Early and Continuous Consultation:** Stakeholder engagement will begin at the earliest stage of project planning and will continue regularly throughout the project as risks and impacts emerge. Consultations will be organized at multiple stages of the project cycle, and feedback mechanisms will be maintained to ensure that stakeholders remain engaged and informed.

**Accessible and Transparent Information Disclosure:** The project will provide adequate, clear, unbiased, and timely information on project activities, potential environmental and social risks, and mitigation measures. This information will be disclosed in formats understandable to stakeholders, in local languages, and in culturally appropriate forms, through public meetings, online platforms, printed materials, and other context-specific channels.

**Informed Decision-Making and Risk Management:** Stakeholder feedback will be actively promoted to inform project design and decision-making, particularly in identifying and addressing environmental and social risks and impacts. Inputs received from stakeholders will be systematically collected, documented, and integrated into project planning and mitigation measures.

**Responsive Communication:** Stakeholders' concerns, questions, and recommendations will be taken into account, and timely and adequate responses will be provided. A structured process will be applied for documenting feedback and providing official responses to ensure transparency and accountability.

**Inclusive Engagement:** The project will actively support the participation of disadvantaged and vulnerable individuals or groups (DVIG) to ensure their perspectives are meaningfully reflected. Specific measures such as tailored consultations, facilitation support, and the use of appropriate communication methods will be adopted to enable inclusive engagement.

**Grievance Mechanism (GM):** An accessible, transparent, and responsive GM will be established and maintained to allow stakeholders to raise concerns or complaints. The mechanism will ensure that grievances are addressed fairly, promptly, and in a manner consistent with World Bank ESS10 requirements.

**Integrity of the Process:** All consultation processes will be safeguarded from manipulation, interference, coercion, discrimination, and intimidation. The consultation framework will be based on neutrality, transparency, and inclusiveness, with independent oversight applied when required.

**Transparency and Accountability:** Engagement processes and outcomes will be systematically

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |         |
| Final  | Date: February 2026 | Page: 5 |

recorded and disclosed to demonstrate how stakeholder inputs have been considered. Regular reports, meeting minutes, and public updates will be prepared and made available to stakeholders to ensure accountability.

The SEP has been developed to align and comply with national legal requirements and international standards, including the Environmental and Social Standards (ESSs) of the World Bank.

This project-specific SEP is a public document open to discussion with stakeholders and subject to regular updates to reflect the outcomes of ongoing engagement. The SEP comprises various components, including an explanation of its objectives, a brief description of the project, an overview of relevant stakeholder engagement standards (including World Bank requirements), a summary of previous engagement activities, identification and categorization of project stakeholders, methods for future engagement, roles and responsibilities for effective implementation, a Public Grievance Mechanism for addressing complaints and feedback, and means of monitoring and reporting.

In coordination with the AYGM Project Implementation Unit (PIU), stakeholders have been identified meetings with the identified stakeholders were conducted at different intervals, starting from May 12, 2025, with the most recent meeting held on August 4, 2025.

The notes and photographs from these meetings have been submitted as Appendix-1: Minutes of Meeting, and Appendix-2: Photographs Taken During the Interviews

Under this SEP, community-level assessments have been conducted to identify Disadvantaged / Vulnerable Individuals or Groups (DVIG) affected by the project. Identified DVIG have been clearly defined, and measures and strategies have been established to facilitate their participation in the consultation processes.

This SEP serves as a preliminary document for the preparation of the future engagement stages. SEP will be reviewed and continuously updated based on stakeholder feedback obtained from consultations.

The SEP will be disclosed as early as possible, and the AYGM will collect the views of stakeholders on the proposals for future engagement. AYGM will follow updates resulting from project changes and ensure that the SEP is updated and reissued accordingly.

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |         |
| Final  | Date: February 2026 | Page: 6 |

## 2 REGULATIONS AND REQUIREMENTS

### 2.1 Turkish Requirements (National Legislation)

The Environmental Impact Assessment (EIA) Regulation requires stakeholder engagement and disclosure. The EIA Regulation includes certain provisions to ensure the participation of the public and relevant parties in the environmental impact assessment process. One of these provisions is the organization of public participation meetings in accordance with December 16th Pursuant to Article 9 of the EIA Regulation, which entered into force after being published in the Official Gazette dated 2003 and numbered 25318. Public Participation Meetings are organized to provide information about the effects of the project, and to receive opinions and suggestions from the stakeholders. These meetings serve as an important platform for sharing information and dialogue about the environmental impacts of the project and the concerns of the public regarding the project. The Stakeholder Engagement Plan, defined in the regulation, details how communication and information provision will occur with individuals or groups affected by or related to a project. The Right to Information Law ensures everyone has the right to obtain information about public institutions. The Use of Right to Petition Law establishes legal remedies and authorities for relevant persons. The Personal Data Protection Law allows data subjects to lodge a complaint if their request is refused.

Detailed information will be provided in Appendix-6: Turkish requirements.

### 2.2 World Bank Requirements

This SEP has been prepared in compliance with the World Bank's Environmental and Social Standard 10 on Stakeholder Engagement and Information Disclosure. ESS10 aims to ensure transparent and inclusive stakeholder engagement throughout the project cycle. While national legislation requires public participation under the EIA Regulation, it does not fully cover continuous engagement or vulnerable groups. Compliance with ESS10 will be ensured through the implementation of this SEP, which includes ongoing consultations, a grievance mechanism, and targeted measures for vulnerable groups.

The World Bank's Policy on Access to Information emphasizes the principle that the World Bank will conduct stakeholder consultations and disclose all non-exempt information it possesses. The policy delineates a transparent process for public information release and grants the right to appeal if individuals feel they were unfairly denied access or if a public interest case justifies overriding exceptions limiting information access.

Detailed information will be provided in Appendix-7: World Bank requirements.

### 2.3 Gaps Between Turkish Legislation and World Bank Requirements

The gaps between the World Bank ESS requirements and the national legal framework of Türkiye have been identified, particularly in the areas of social risk management, continuous stakeholder engagement, project-level grievance mechanisms, and proactive information disclosure. These gaps and the proposed measures to address them are presented in detail in Appendix 8.

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |         |
| <b>Stakeholder Engagement Plan</b>                   |                     |         |
| Final  | Date: February 2026 | Page: 7 |

### 3 BRIEF SUMMARY OF PREVIOUS STAKEHOLDER ENGAGEMENT ACTIVITIES

#### 3.1 Consultations conducted prior to SEP

Türkiye, in line with its geographical location between continents and regions, supports the development of regional transportation projects.

In this regard, Türkiye aims to sustain not only commercial, economic and investment relations but also political and cultural relations between and beyond its surrounding regions.

The Government of Türkiye (GoT) has adopted the goal of becoming a logistics hub in the Trans-Caspian Middle Corridor (the “Middle Corridor”) linking Asia and Europe. It also aims to develop additional Asia-Europe intercontinental connections through Türkiye, most notably the proposed Iraq Development Road, which would link Asia and the Europe Union via the Middle East and Türkiye by rail, using the greenfield Iraqi port of Al-Faw as maritime gateway<sup>1</sup>.

All projects implemented to serve the above-mentioned objectives are related to the INRAIL Project. The other projects related to INRAIL are as follows:

- Baku-Tbilisi-Kars Railway (completed and operational since 2017, establishing a direct rail connection between Türkiye, Georgia, and Azerbaijan).
- Divriği-Kars-Georgia Border Railway Line Rehabilitation and Modernization Project (ETMIC) (planned for implementation between 2026 and 2030).
- Halkalı – İspartakule - Çerkezköy Railway Line (under implementation between 2020 and 2027).
- Marmaray Undersea Railway (completed and operational since 2019, providing uninterrupted rail connectivity between the European and Asian sides of İstanbul).
- Yavuz Sultan Selim Bridge (completed and operational since 2016).
- Çanakkale Strait Bridge (completed and operational since 2022, strengthening westward transport connectivity).
- Eurasia Tunnel (completed and operational since 2016, providing an additional undersea road connection between the continents).
- Northern Marmara Motorway (completed and fully operational since 2021).

As part of the social impact assessment studies carried out specifically for the project, activities were conducted in three phases. The details of the completed interviews are presented in Table 3-1, while the details of the interviews that could not be conducted are provided in Table 3-2.

- The first of these involved stakeholder consultations conducted in 12.-13.-14. and 15. May 2025, which were limited to Other Interested Parties (OIP). These activities also served as preparation for the studies to be conducted at the level of local communities and local leaders (mukhtars). During this study, the project components and route were presented to participants in digital format in all interviews (see Appendix-2: Photographs Taken During the Interviews).

<sup>1</sup> Republic of Türkiye Ministry of Foreign Affairs. Türkiye’s Connectivity and Multilateral Transportation Policy. [https://www.mfa.gov.tr/turkiye\\_s-multilateral-transportation-policy.en.mfa](https://www.mfa.gov.tr/turkiye_s-multilateral-transportation-policy.en.mfa)

## Istanbul North Rail Crossing Project (INRAIL)

### Stakeholder Engagement Plan

Final

Date: February 2026

Page: 8

- The second phase of the social study was conducted between July 11 and July 20, 2025, through face-to-face interviews in 53 settlements intersecting with Aol. With an emphasis on the participation of local people and local authorities, local civil society organizations were also included in the scope. Structured questionnaire forms were used during household and mukhtar surveys, while separate semi-structured question forms were applied for community-level meetings and Non-Governmental Organizations (NGOs) & Civil Society Organizations (CSO).
- NGOs are primarily professional organizations, such as associations, foundations, or international entities, operating at national or international levels and possessing formal legal status. CSOs, on the other hand, refer to a broader category that includes NGOs. Local associations, cooperatives, professional chambers, and other community initiatives can be categorized under CSOs. Unlike NGOs, CSOs are not required to be professional; in fact, some volunteer-based groups can also be considered CSOs. In Türkiye, the most common CSOs are hometown associations and neighborhood development or community development associations.
- During the interviews, the project information brochure (see Appendix-7: Informative Brochure) was distributed to participants, and a preliminary information session about the project was conducted. In addition, an A0-sized map showing the project and its route (along with a digital version when appropriate) was presented to the participants. In this way, the project route was intended to be visually communicated to the participants.
- The sample originally set to include 837 households for the household interviews was limited to 802 households. Of the 53 mukhtar interviews planned to be conducted by face to face interviews - one in each settlement- only 48 could be conducted. Of these interviews, 10 were conducted remotely, while the remaining 38 were held face-to-face. The remaining 5 mukhtars outright refused to participate in the interviews.
- Unfortunately, most of the interviews with NGO&CSO could not be carried out since many organizations were inactive, closed, unreachable, or had invalid contact information, while others declined participation or were not relevant to the project (please refer to Table 3-2 for further explanation).
- As for the public consultation meetings, the meetings planned in 9 settlements were conducted; however, the number of participants in these meetings were quite limited. To strengthen representativeness, 2 additional settlements were included. Given the relatively small size of the groups, these meetings were classified as focus group discussions rather than as large-scale public consultation meetings. Accordingly, in total, 11 FGDs were carried out across the settlements.
- The third phase of the social study was conducted through face-to-face interviews between July 21 and 23 in the districts intersecting with Aol. Within the scope of this study, the following objectives were targeted: 1) ensuring the participation of stakeholders who could not be interviewed during the first phase, 2) securing the involvement of local media organizations, and 3) facilitating the participation of NGO&CSO at both local and national levels. Nevertheless, some of the planned interviews/meetings could not be completed at this stage due to various reasons. The details are provided in Table 3-2.
- Remedial measures; Following the completion of all face-to-face interviews in the field, some interviews were conducted remotely at the special request of the participants. For example, interviews with 10 mukhtars and one NGO were carried out via phone or through

|  |                     |         |
|--|---------------------|---------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |         |
| Final  | Date: February 2026 | Page: 9 |

online meetings. Prior to these interviews, project information materials and maps were sent to their email addresses or mobile phones to provide preliminary information. The final date for the completion of these activities was August 4, 2025 (see Appendix-1: Minutes of Meeting).

In the stakeholder mapping conducted jointly with the PIU, the stakeholders to be consulted were grouped. The first group of consultations was divided between local governments in the provinces and districts, and institutions related to the main components of the project (1<sup>st</sup> phase of the social study) The second phase of the social study covered both to the local community / representative level, and local CSOs. The last phase of the social study also endorsed the local governmental institutions, state organizations, development agency, local newspapers, local and nation-wide NGOs. Both in the second and third phase of the social studies, NGO&CSO consultations met by limitations by explaining under the previous headings. The completed ones are given in Table 3-1 with the details of attendances. with the details of attendances. The list of all consultations conducted under the SEP is provided below (see Table 3-1). The outputs regarding these consultations are also presented with Appendix-1: Minutes of Meeting. These outputs can be seen by categorized version as question, concern, feedback, etc. (see Appendix-2: Findings of the consultations ).

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 10

**Table 3-1 Meetings, Interviews, and Consultations Conducted During the ESIA & SEP Preparation Process**

| Phase of social study | Aim of social study                                | Targeted Group        | Date                     | Location             | Identification of Stakeholder | Stakeholder   | Detail of the participant(s) with available information   |
|-----------------------|--|-----------------------|--------------------------|----------------------|-------------------------------|---|---|
| 1 <sup>st</sup> phase | Appraisal stage Informative activities             | State organizations   | 14.05.2025<br>15.05.2025 | Kocaeli / İstanbul   | OIP                           | Government organizations and institutions                       | 25 institutions   |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | Local CSO             | 12.07.2025               | İstanbul / Pendik    | OIP                           | Pendik Culture, Arts, and Sports Club                           | Association President   |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | Local CSO             | 17.07.2025               | Çekmeköy / Ömerli    | OIP                           | Ömerli Cultural Heritage Preservation and Promotion Association | Vice President<br>1 year in this position<br>Male<br>50<br>Member of association<br>1 year in this position<br>Male<br>68   |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 17.07.2025               | Sancaktepe / Paşaköy | PAP                           | Sancaktepe / Paşaköy Neighborhood Local Residents               | Mukhtar Male 55 years old<br>Farmer Male 59 years old<br>Housewife Female 51 years old<br>Farmer Male 66 years old<br>Retired Male 78 years old<br>Member of village council 62 years old |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 18.07.2025               | Beykoz / Cumhuriyet  | PAP                           | Beykoz / Cumhuriyet Neighborhood Local Residents                | Retired Male 55 years old<br>Retired Male 72 years old<br>Retired Male 70 years old   |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 18.07.2025               | Beykoz / Paşamandıra | PAP                           | Beykoz / Paşamandıra Neighborhood Local Residents               | Retired Male 63 years old<br>Retired Male 68 years old<br>Civil servant Male 52 years old<br>Retired Male 66 years old  |

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 11

| Phase of social study | Aim of social study                                | Targeted Group        | Date       | Location               | Identification of Stakeholder | Stakeholder   | Detail of the participant(s) with available information   |
|-----------------------|--|-----------------------|------------|------------------------|-------------------------------|---|---|
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 18.07.2025 | Beykoz / Ali Bahadır   | PAP                           | Beykoz / Ali Bahadır Neighborhood Local Residents   | Civil servant Male 57 years old<br>Farmer Male 66 years old   |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 19.07.2025 | Sarıyer / Uskumruköy   | PAP                           | Sarıyer / Uskumruköy Neighborhood Local Residents   | Builder Male 55 years old<br>Excavation Contractor Male 43 years old<br>Retired Male Age not known  |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 19.07.2025 | Sarıyer / Gümüşdere    | PAP                           | Sarıyer / Gümüşdere Neighborhood Local Residents    | Retired Male 68 years old<br>Farmer Male 61 years old<br>Retired Male 69 years old  |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 19.07.2025 | Eyüpsultan / Ağaçlı    | PAP                           | Eyüpsultan / Ağaçlı Neighborhood Local Residents    | Farmer Male 81 years old<br>Driver Male 43 years old<br>Farmer Male 76 years old<br>Manager Male 59 years old<br>Engineer Male 70 years old<br>Mukhtar Male 50 years old<br>Livestock owner Male 66 years old |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 19.07.2025 | Eyüpsultan / Odayeri   | PAP                           | Eyüpsultan / Odayeri Neighborhood Local Residents   | Shopkeeper Female 59 years old<br>Grocer Male 65 years old  |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 19.07.2025 | Eyüpsultan / Işıklar   | PAP                           | Eyüpsultan / Işıklar Neighborhood Local Residents   | Worker Male 55 years old<br>Civil servant Male 50 years old<br>Mukhtar Male 38 years old<br>Retired Female 82 years old<br>Retired Female 75 years old  |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities | PAP / Local residents | 19.07.2025 | Arnavutköy / Tayakadın | PAP                           | Arnavutköy / Tayakadın Neighborhood Local Residents | Unemployed Male 24 years old<br>Worker Male 25 years old<br>Worker Male 19 years old<br>Driver Male 28 years old<br>Worker Male 23 years old  |

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 12

| Phase of social study | Aim of social study  | Targeted Group               | Date                  | Location                             | Identification of Stakeholder | Stakeholder   | Detail of the participant(s) with available information                                  |
|-----------------------|--|------------------------------|-----------------------|--------------------------------------|-------------------------------|---|--|
|                       |  |                              |                       |                                      |                               |   | Civil servant Male 46 years old  |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities               | PAP / Local residents        | 20.07.2025            | Çatalca / Nakkaş                     | PAP                           | Çatalca / Nakkaş Neighborhood Local Residents                 | Retired Male 72 years old<br>Farmer Male 71 years old<br>Civil servant Male 42 years old |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities               | PAP / Local residents        | 10.07.2025-20.07.2025 | 53 settlements intersecting with Aol | PAP                           | Households  | 802 households   |
| 2 <sup>nd</sup> phase | Baseline Studies ESIA & SEP Informative activities               | PAP / Local representatives  | 10.07.2025-20.07.2025 | 53 settlements intersecting with Aol | PAP                           | Mukhtars (including remote interviews)                        | 48 mukhtars  |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local media                  | 21.07.2025            | Kocaeli / Gebze                      | OIP                           | Gebze Gazetesi  | Founder/Editor-in-Chief<br>41 years old<br>Male  |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution | 21.07.2025            | İstanbul / Tuzla                     | OIP                           | Tuzla Municipality Department of Technical and Social Affairs | Director of Technical Works<br>16 Years in this position<br>Male                         |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution | 21.07.2025            | İstanbul / Pendik                    | OIP                           | Pendik District Governorate                                   | Director of Administrative Affairs<br>3 years in this position<br>Female                 |
| 3 <sup>rd</sup> phase | Supplementary Baseline   | Local media                  | 21.07.2025            | İstanbul / Pendik                    | OIP                           | Tünaydın Gazetesi   | Reporter<br>9 years in this position<br>Male   |

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 13

| Phase of social study | Aim of social study  | Targeted Group                        | Date       | Location                | Identification of Stakeholder | Stakeholder  | Detail of the participant(s) with available information   |
|-----------------------|--|---------------------------------------|------------|-------------------------|-------------------------------|--|---|
|                       | Studies ESIA & SEP Informative activities                        |                                       |            |                         |                               |  |   |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Project component-related institution | 21.07.2025 | İstanbul / Pendik       | OIP                           | Sabiha Gökçen Airport Operations (HEAŞ)                    | Chief of Lease and Concessions Female<br>Project and Commercial Area Development Manager Female<br>Director of Environment Male |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution          | 22.07.2025 | İstanbul / Beykoz       | OIP                           | Beykoz Municipality – Directorate of Planning and Projects | Planning and Projects Manager 1 Year Male<br>Urban Planner 12 Years Female<br>Urban Planner 5 Years Male                        |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution          | 22.07.2025 | İstanbul / Beykoz       | OIP                           | Beykoz District Governor's Office                          | Director of Administrative Affairs 20 Years Male  |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | NGO / Nation wide                     | 22.07.2025 | İstanbul / Üsküdar      | OIP                           | Environmental Organizations Solidarity Association-CEKUD   | General Manager 6 Years Male  |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution          | 22.07.2025 | İstanbul / Fatih        | OIP                           | İstanbul Metropolitan Municipality                         | Deputy Planning and Projects Manager 35 Years Female<br>Urban Planner and Deputy Head of Planning Department 17 Years Female    |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP                        | NGO / Nation wide                     | 22.07.2025 | Online Meeting via Zoom | OIP                           | Mor Çatı Women's Shelter Foundation                        | Social Worker 8 Years Female  |

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 14

| Phase of social study | Aim of social study  | Targeted Group               | Date       | Location              | Identification of Stakeholder | Stakeholder  | Detail of the participant(s) with available information            |
|-----------------------|--|------------------------------|------------|-----------------------|-------------------------------|--|--|
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution | 23.07.2025 | İstanbul / Eyüpsultan | OIP                           | İstanbul Provincial Directorate of Disaster and Emergency Management | Geological Engineer 12 Years Female<br>Civil Engineer 9 Years Male |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Development agency           | 23.07.2025 | İstanbul / Fatih      | OIP                           | İstanbul Development Agency  | Strategy and Planning Specialist Male                              |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | State organization           | 23.07.2025 | İstanbul / Bakırköy   | OIP                           | İstanbul Violence Prevention and Monitoring Center (ŞÖNİM)           | Manager<br>20 Years experience<br>Female                           |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local government institution | 23.07.2025 | İstanbul / Bakırköy   | OIP                           | İstanbul Metropolitan Municipality Women's Center                    | Clinical Psychologist – Unit Supervisor Female                     |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local CSO                    | 23.07.2025 | İstanbul / Çatalca    | OIP                           | Çatalca Women's Cooperative  | Staff – Association Volunteer Female                               |
| 3 <sup>rd</sup> phase | Supplementary Baseline Studies ESIA & SEP Informative activities | Local CSO                    | 23.07.2025 | İstanbul / Arnavutköy | OIP                           | Arnavutköy Association for Persons with Disabilities                 | Vice President of the Association Male                             |
| 3 <sup>rd</sup> phase | Supplementary Baseline   | Local CSO                    | 23.07.2025 | İstanbul / Sancaktepe | OIP                           | Giresun Province and Districts                                       | Association President 10 Years Male                                |

**Istanbul North Rail Crossing Project (INRAIL)**  
**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 15

| Phase of social study | Aim of social study                       | Targeted Group | Date | Location | Identification of Stakeholder | Stakeholder            | Detail of the participant(s) with available information |
|-----------------------|---|----------------|------|----------|-------------------------------|------------------------|---|
|                       | Studies ESIA & SEP Informative activities |                |      |          |                               | Solidarity Association |   |

| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
|--|---------------------|----------|
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 16 |

During the fieldwork, some planned meetings could not be held due to the reasons indicated in Table 3-2 below. The most significant disruptions occurred during the NGO&CSO process. Many associations that appeared to be open and active through official channels were, in fact, no longer operating. This became apparent only during the fieldwork. In this sense, the planning conducted through desk-based studies did not align with actual field conditions.

**Table 3-2 Limitations within the social studies July, 2025**

| Stakeholder identification                 | Planned meeting  | Alternative stakeholder meeting, if any | Limitations / Current conditions  |
|--|--|---|---|
| OIP / CSO / DVIG / People with handicaps   | Gebze Association for the Education, Culture, Youth and Sports of the Hearing Impaired | Arnavutköy Disabled People Association  | The association has been closed due to fraudulent activities.   |
| OIP / CSO / DVIG/ Female                   | Becerikli Eller Association  | Çatalca Women's Cooperative             | Becerikli Eller Association did not want to help.   |
| OIP / CSO / DVIG / Female                  | Yerini Bil Association for Empowering Girls  |   | The association did not provide assistance as they do not operate locally and have no activities along the route.   |
| OIP / CSO / Culturally sensitive groups    | Çekmeköy Nişantepe Roma Association for Solidarity and Mutual Aid                      | None                                    | The association could not be reached.   |
| OIP / CSO / Culturally sensitive groups    | Çatalca Balkan and Roma Culture, Arts, and Solidarity Association                      | None                                    | The association could not be reached.   |
| OIP / CSO / Logistic related activities    | İstanbul Public Transportation Workers' Mutual Aid and Solidarity Association          | None                                    | The association stated that they were not involved in any work related to rail systems and declined to meet.  |
| OIP / CSO / Commerce related activities    | İmrahor Neighborhood Tradesmen Solidarity Association                                  | None                                    | The contact information provided during fieldwork for the association was invalid and could not be reached.   |
| OIP / CSO / Environment & Ecology          | Association for the Support of the Environment and Ecological Life                     | None                                    | The address and contact number of the NGO could not be accessed.  |
| OIP / CSO / Environment & Ecology          | Uskumruköy Nature Conservationists and Animal Lovers Association                       | None                                    | The address and contact number of the NGO could not be accessed.  |
| OIP / NGO / DVIG / People with handicapped | Marmara Association for People with Disabilities                                       | None                                    | Gebze Newspaper reported that the association is not active.  |
| OIP / CSO / DVIG / People with handicaps   | Istanbul Association for the Solidarity of Families with Disabilities                  | None                                    | The association's address was visited, but it was determined to be inactive. Attempts to reach them by phone were also unsuccessful.  |
| OIP / CSO / DVIG / Female                  | Atlas Women Producers Association  | None                                    | The Atlas Women Producers Association has changed its name to Atlas Solidarity Association. The association's address was visited, but it was found to be inactive. It was also not reachable by phone.             |
| OIP / NGO / Environment & Ecology          | Turkey Marine Environment Protection Association (TURMEPA)                             | None                                    | The association was visited, and the board of directors was in a meeting. An informational email about the project along with the questionnaire used during the meetings was sent. A response via email is awaited. |

## Istanbul North Rail Crossing Project (INRAIL)

### Stakeholder Engagement Plan

Final

Date: February 2026

Page: 17

| Stakeholder identification                    | Planned meeting  | Alternative stakeholder meeting, if any                    | Limitations / Current conditions   |
|---|--|--|--|
| OIP / NGO / DVIG / People with handicaps      | Bize Engel Yok Association   | None   | They could not be reached. Instead of the association, an insurance company appears at the address. Contact was attempted via email, but no response was received.   |
| OIP / NGO / Environment & Ecology             | Foundation for the Protection and Promotion of Environment and Cultural Values (ÇEKÜL) | None   | They stated that the timing was not convenient and declined to participate in an online meeting.   |
| OIP / NGO / Environment & Ecology             | World Wide Fund for Nature (WWF)   | None   | An informational email about the project along with the questionnaire used during the meetings was sent. A response via email is awaited.  |
| OIP / NGO / DVIG / Female                     | Turkish Women's Union Association Bakırköy Branch                                      | Istanbul Metropolitan Municipality (İBB) Women's Services  | There was no data regarding whether the association exists. They could not be reached.   |
| OIP / NGO / Environment & Ecology             | Environmental Foundation   | Environmental Organizations Solidarity Association (CEKUD) | They have changed their address. There is no new address available. The old address still shows ÇEKUD.   |
| OIP / Local government body                   | Istanbul Governorship  | None   | They were called by phone, but an appointment could not be made. The Provincial Planning Unit stated they could not assist and advised contacting the deputy governor. However, contact could not be established.  |
| OIP / Local media                             | Bizim Anadolu Gazetesi   | None   | They were called by phone, but an appointment could not be made.   |
| OIP / Local media                             | Yeniçağ Gazetesi   | None   | The interview was declined from the very beginning of the appointment request.   |
| OIP / Local media                             | Hürses Gazetesi  | None   | The interview was declined from the very beginning of the appointment request.   |
| OIP / Local media                             | Bakırköy Gazetesi  | None   | Bakırköy Newspaper office was visited, but it was closed.  |
| OIP / Project components related organization | İGA İstanbul Airport   | None   | Information was requested via email to İGA to provide assistance. An informational email about the project along with the questionnaire used during the meetings was sent. A response via email is awaited.  |
| OIP / Project components related organization | YSS-Northern Marmara Highway Operations  | None   | Information was requested via email from the operator. An informational email about the project along with the questionnaire used during the meetings was sent. A response via email is awaited.   |
| PAP / Local residents                         | 53 settlements intersecting with Aol   | None   | Instead of the 837 households planned to be interviewed based on the sampling, 802 households were reached. Distrust in public opinion surveys and encountering fewer people than expected in public spaces within the settlement were among the limiting factors. Reactions to projects implemented in previous periods also affected the number of participants. |
| PAP / Local representative                    | İstanbul Pendik Ramazanoğlu mukhtarship  | None   | Due to his opposition to the projects carried out in the region, they declined the interview request both during and after the fieldwork.  |
| PAP / Local representative                    | İstanbul Sarıyer Rumeli Feneri mukhtarship   | None   | He declined the interview without providing any reason. The project information document was   |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 18 |

| Stakeholder identification | Planned meeting                         | Alternative stakeholder meeting, if any | Limitations / Current conditions  |
|----------------------------|---|---|---|
|                            |   |   | sent via WhatsApp, but no response was received.  |
| PAP / Local representative | İstanbul Sarıyer Uskumruköy mukhtarship | None                                    | She declined the interview stating she busy. A follow-up call was made later for a phone interview, but there was no answer. The project information document was sent via WhatsApp, but no response was received.  |
| PAP / Local representative | İstanbul Arnavutköy Bolluca mukhtarship | None                                    | He did not wish to participate in the interview during the fieldwork. Later, when called again for a phone interview, he expressed distrust towards studies conducted over the phone. The project information document was sent via WhatsApp, but no response was received. |
| PAP / Local representative | İstanbul Arnavutköy Baklalı mukhtarship | None                                    | They declined the interview without providing any reason. A follow-up call was made later for a phone interview, but there was no answer. The project information document was sent via WhatsApp, but no response was received.   |

### 3.2 Consultations conducted as part of prior projects which are relevant to SEP activities in the current project

Stakeholder consultations conducted specifically for this project are unique and cannot be substituted by consultations with stakeholders from other projects. Never-the-less, studies conducted for other large infrastructure projects may be relevant for the present project, in terms of providing an indication of potential concerns of INRAIL stakeholders. A list has been prepared of typical stakeholder concerns from other large infrastructure projects: The main points expressed by the stakeholders are as follows:

#### Expected Project impacts

- Impact of construction activities on agricultural lands,
- Issues related to access to agricultural lands,
- Concerns about the damage to natural resources such as water and forests,
- Concerns regarding drinking and irrigation water sources and pipelines,
- Worries about the disruption of existing infrastructure services due to construction,

#### Labor and employment

- Request for prioritizing settlements affected by employment in hiring decisions,

#### Community health and safety

- Questions regarding the impact of traffic from camp sites and construction sites,
- Access and crossing routes for pedestrians and animals,

#### Land Acquisition

- Issues related to land acquisition, expropriation, consolidation, and compensation payments,

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 19

- Questions about the status of lands adjacent to the area of influence (expropriation corridor),
- Request for definite and clear route information from previous projects,
- Misinformation caused by uncertainties regarding the route,
- Questions regarding the status of users of public common areas such as pastures,

#### Biodiversity

- Request for information about impacts on wildlife and natural habitats,
- Request for information about the number of trees to be cut down,

#### Cultural heritage

- Providing information about the locations of cultural heritage sites,

#### Public participation

- Request to consult with village/neighborhood headmen (mukhtars) in the selection of locations for structures such as underpasses, overpasses, and culverts,
- Questions regarding who the reliable source of accurate information about the project and its route is,
- Complaints about the communication channels provided being non-functional,
- Questions about whether the other planned projects will be affected or not,
- Questions about when the project's construction activities will start and how long they will last,
- Newspaper announcements are insufficient for informing the public about the meeting.

The stakeholder engagement activities related to the projects carried out in and around the Area of Influence (Aol) are summarized in the tables below. Table 3-3 covers the activities conducted in accordance with national legislation, while Table 3-4 includes those implemented in line with international standards.

**Table 3-3 Previous consultations regarding Turkish requirements**

| Name of the Project  | Date       | Location                  |
|--|------------|---------------------------|
| İstanbul Airport   | 06.11.2012 | İstanbul / Arnavutköy     |
| Halkalı – İspartakule- Çerkezköy Railway Line<br>Halkalı – İspartakule- Çerkezköy Railway Line | 08.09.2015 | İstanbul / Çatalca        |
|  | 09.09.2015 | Tekirdağ / Çerkezköy      |
|  | 09.09.2015 | Kırklareli / Lüleburgaz   |
|  | 10.09.2015 | Edirne / Central district |
|  | 15.03.2016 | İstanbul / Silivri        |
|  | 16.03.2016 | Tekirdağ / Ergene         |
|  | 16.03.2016 | Kırklareli / Babaeski     |
|  | 17.03.2016 | Edirne / Havsa            |
| Northern Marmara Motorway  | 08.03.2017 | İstanbul / Silivri        |
|  | 08.03.2017 | İstanbul / Çatalca        |
|  | 09.03.2017 | İstanbul / Arnavutköy     |
|  | 13.03.2017 | Kocaeli / Dilovası        |
|  | 14.03.2017 | Kocaeli / Körfez          |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 20 |

| Name of the Project | Date       | Location              |
|---------------------|------------|-----------------------|
|                     | 15.03.2017 | Kocaeli / İzmit       |
|                     | 15.03.2017 | Sakarya / Adapazarı   |
|                     | 16.03.2017 | Sakarya / Akyazı      |
|                     | 10.04.2017 | İstanbul / Sultangazi |

**Table 3-4 Previous consultations regarding international requirements**

| Name of the Project                          | Type of consultations                                  | Number of consultations | Date                  | Location                               |
|--|--|-------------------------|-----------------------|--|
| İstanbul Airport                             | Mukhtar meetings                                       | 4                       | April 2014            | İstanbul                               |
| Halkalı – Ispartakule-Çerkezköy Railway Line | Consultation meetings                                  | 16                      | June 2019 / May 2020  | İstanbul, Kırklareli, Edirne, Tekirdağ |
|  | Governorship and municipality consultation meeting     | 13                      | June 2020 / July 2020 | İstanbul, Kırklareli, Edirne, Tekirdağ |
|  | Mukhtarship consultation meeting                       | 22                      | July 2020             | İstanbul, Kırklareli, Edirne, Tekirdağ |
|  | Focus group discussion                                 | 14                      | July 2020             | İstanbul                               |
|  | Additional consultations with beekeepers, and mukhtars | 2                       | February 2021         | İstanbul                               |
| Northern Marmara Motorway                    | Public consultation meetings                           | 4                       | March-April 2017      | İstanbul                               |
|  | Public consultation meetings                           | 5                       | March-April 2017      | Kocaeli / Sakarya                      |

At the local regulatory level, meetings conducted within the scope of the EIA process are a mandatory part of the procedure. Notification methods and timeframes for these meetings were defined. However, some gaps were raised by stakeholders regarding these meetings. These include: the local regulatory level, meetings conducted within the scope of the EIA process are a mandatory part of the procedure. Notification methods and timeframes for these meetings have been defined. However, some gaps have been raised by stakeholders regarding these meetings. These include:

- Some of the local administrations were not informed about the meeting announcements.
- There were difficulties in reaching the authorized persons using the shared contact information.
- The participation of the actual authorized persons who could respond to the questions raised during the meetings was requested.

The findings classified above with reference to World Bank requirements will be used in designing the stakeholder engagement process. For instance;

- A Frequently Asked Question (FAQ) list will be prepared for questions received from stakeholders during meetings.
- The effectiveness of the communication tools presented as methods will be monitored.
- A list of topics requested for consultation will be prepared and shared with the contractors.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 21 |

- Warnings will be taken into account to ensure more effective use of announcement channels.
- In addition to general announcements, an effective notification system will be implemented at the neighborhood and local community level to reach all segments.

### 3.3 Other documented forms of engagement

During the first phase of social study, the project components and route were presented to participants in digital format in all interviews. In the second phase, a physical map (A0-sized map) showing the Aol (along with a digital version when appropriate) was presented to participants during the social surveys. Besides, the project information brochure (see Appendix-7: Informative Brochure) was distributed to participants, and a preliminary information session about the project was conducted. The brochure was also sent via WhatsApp to the mukhtars who did not wish to participate in face-to-face meetings. Additionally, it was emailed to institutions that were contacted to schedule appointments and that requested official data.

The website prepared for the Project was also launched on August 2025 (see Figure 3-1). It provides information about the project, its purpose, and its location, as well as the current status of environmental and social documents to be shared, and the contact details and contact persons.

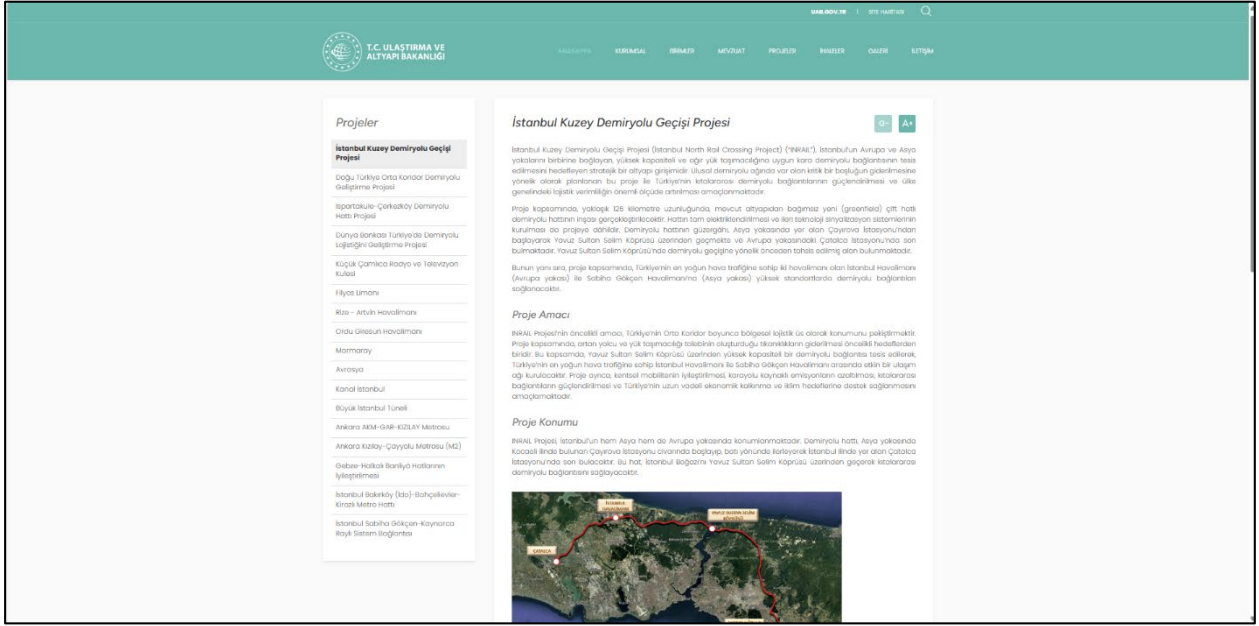
The access address: [İstanbul Kuzey Demiryolu Geçişi Projesi - Altyapı Yatırımları Genel Müdürlüğü](#)

# Istanbul North Rail Crossing Project (INRAIL) Stakeholder Engagement Plan

Final

Date: February 2026

Page: 22



**Projeler**

- İstanbul Kuzey Demiryolu Geçiş Projesi
- Doğu Türkiye Orta Koridor Demiryolu Çalıştırma Projesi
- İstanbul-Çarşamba Demiryolu Hattı Projesi
- Dünya Bankası Türkiye'de Demiryolu İşletim ve Bakım Projesi
- Küçük Çiftlik Köyü ve İstasyon Kulübü
- Hayat Limanı
- Kız - Artvin Havalimanı
- Ordu Garı Havalimanı
- Marmaray
- Araçya
- Kanal İstanbul
- Büyük İstanbul Tüneli
- Ankara M1M-GAP-KIZILAY Metro
- Ankara Kızılay-Çayyolu Metro (M2)
- Çekirge-Halkalı Baniyolu hattının iyileştirilmesi
- İstanbul Bakırköy (B1)-Bağcılar-Kirazlı Meza Hattı
- İstanbul Sabiha Gökçen-Kaynarca Binyol Sistemi Bağlantısı

### İstanbul Kuzey Demiryolu Geçiş Projesi

İstanbul Kuzey Demiryolu Geçiş Projesi (Istanbul North Rail Crossing Project) (INRAIL), İstanbul'un Avrupa ve Asya yakalarına birbirine bağlayan, yüksek kapasiteli ve ağır yük taşıma kapasitesine uygun kara demiryolu bağlantısının tesis edilmesini hedefleyen stratejik bir altyapı girişimidir. Ulusal demiryolu ağına var olan kritik bir boşluğun giderilmesiyle yönelik olarak gerçekleştirilen bu proje ile Türkiye'nin kuzeyden demiryolu bağlantılarının güçlendirilmesi ve ülke genelindeki lojistik verimliliğin önemli ölçüde artırılması amaçlanmaktadır.

Proje kapsamında, yaklaşık 126 kilometre uzunluğunda, mevcut atelyadan başlanan yeni (greenfield) çift hatlı demiryolu hattının inşaatı gerçekleştirilecektir. Hattın tüm elektrikleştirilmesi ve tren teknoloji sinyalizasyon sistemlerinin kurulumu da projeye dahildir. Demiryolu hattının güzergahı, Araya yakasında yer alan Çayyolu İstasyonundan başlayarak, Yavuz Sultan Selim Köprüsü üzerinden geçmekte ve Avrupa yakasındaki Çarşamba İstasyonuna son bulmaktadır. Yavuz Sultan Selim Köprüsü'nde demiryolu geçişi yönelik önceden tahsis edilmiş alan bulunmaktadır.

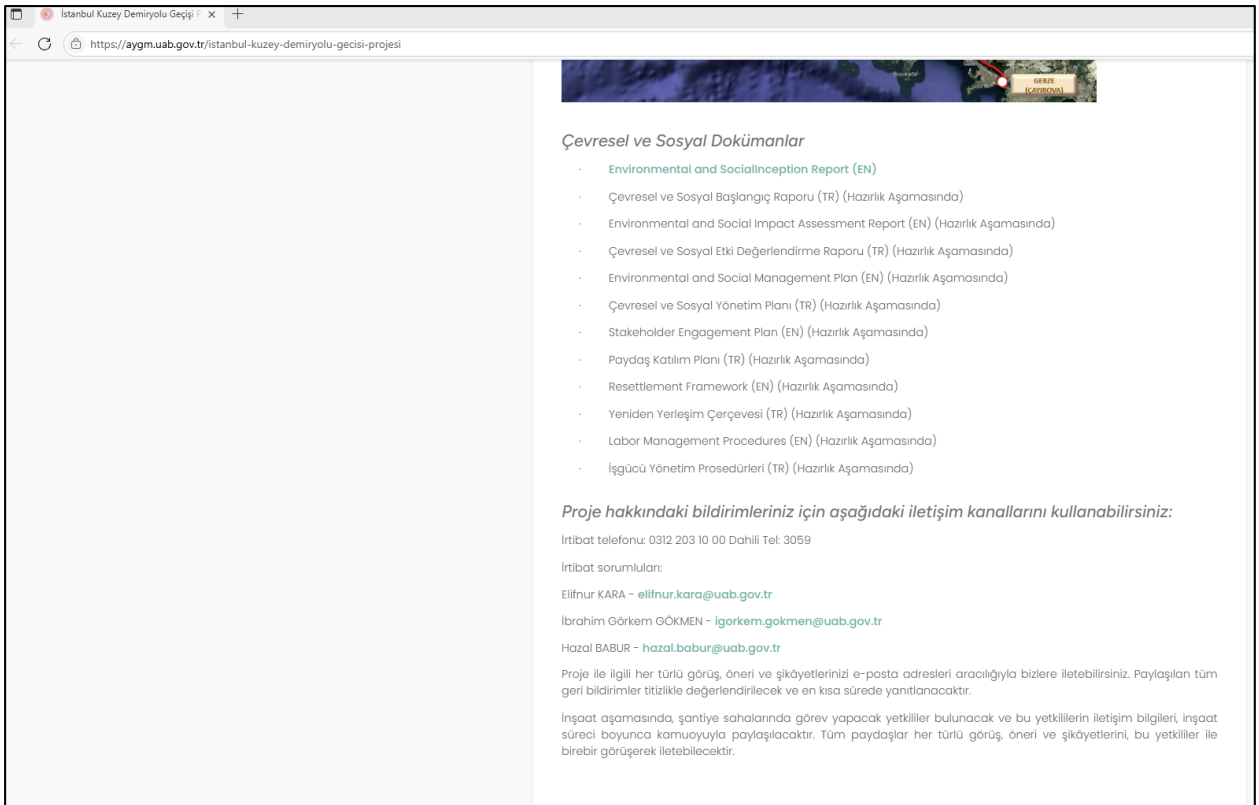
Bunun yanı sıra, proje kapsamında, Türkiye'nin en yoğun hava trafiğine sahip M havalimanı olan İstanbul Havalimanı (Sabiha Gökçen) ile Sabiha Gökçen Havalimanına (Ayaçık yakası) yüksek standartlarda demiryolu bağlantısının sağlanacaktır.

**Proje Amacı:**

İnşaat Projesi'nin öncelikli amacı, Türkiye'nin Orta Koridor boyunca bölgesel lojistik ve ulaştırma konumunu geliştirmektir. Proje kapsamında, arazi yapısı ve yük taşıma kapasitesinin olabildiğince korunmasını sağlamak öncelikli hedeflerden biridir. Bu kapsamda, Yavuz Sultan Selim Köprüsü üzerinden yüksek kapasiteli bir demiryolu bağlantısı tesis edilerek, Türkiye'nin en yoğun hava trafiğine sahip İstanbul Havalimanı ile Sabiha Gökçen Havalimanı arasında etkin bir ulaşım sağlanacaktır. Proje ayrıca kentli mobilitenin geliştirilmesi, taşıyıcı kapasite artırımının sağlanması, istasyonlarda bağlantıların güçlendirilmesi ve Türkiye'nin uzun vadeli ekonomik kalkınma ve iklim hedeflerine destek sağlanmasını amaçlanmaktadır.

**Proje Konumu**

İnşaat, mevcut İstanbul'un hem Araya hem de Çayyolu yakasında gerçekleştirilecektir. Demiryolu hattı, Araya yakasında Kocaali İstasyonunda bulunan Çayyolu İstasyonu civarında başlayıp, batı yönünde Kelenkaya İstanbul İliki ve oradan Çarşamba İstasyonuna son bulacaktır. Bu hat, İstanbul Bağlantı Yavuz Sultan Selim Köprüsü üzerinden geçerek İstanbul'da demiryolu bağlantısını sağlayacaktır.



### Çevresel ve Sosyal Dokümanlar

- Environmental and Social Inception Report (EN)
- Çevresel ve Sosyal Bağlantı Raporu (TR) (Hazırlık Aşamasında)
- Environmental and Social Impact Assessment Report (EN) (Hazırlık Aşamasında)
- Çevresel ve Sosyal Etki Değerlendirme Raporu (TR) (Hazırlık Aşamasında)
- Environmental and Social Management Plan (EN) (Hazırlık Aşamasında)
- Çevresel ve Sosyal Yönetim Planı (TR) (Hazırlık Aşamasında)
- Stakeholder Engagement Plan (EN) (Hazırlık Aşamasında)
- Paydaş Katılım Planı (TR) (Hazırlık Aşamasında)
- Resettlement Framework (EN) (Hazırlık Aşamasında)
- Yeniden Yerleşim Çerçevesi (TR) (Hazırlık Aşamasında)
- Labor Management Procedures (EN) (Hazırlık Aşamasında)
- İşgücü Yönetim Prosedürleri (TR) (Hazırlık Aşamasında)

**Proje hakkındaki bildirimleriniz için aşağıdaki iletişim kanallarını kullanabilirsiniz:**

İrtibat telefonu: 0312 203 10 00 Dahili Tel: 3059

İrtibat sorumluları:

Elifnur KARA - elifnur.kara@uab.gov.tr

İbrahim Öökem ÖÖKÖMEN - igokem.gokmen@uab.gov.tr

Hazal BABUR - hazal.babur@uab.gov.tr

Proje ile ilgili her türlü görüş, öneri ve şikâyetlerinizi e-posta adresleri aracılığıyla bizlere iletebilirsiniz. Paylaşılan tüm geri bildirimler titizlikle değerlendirilecek ve en kısa sürede yanıtlanacaktır.

İnşaat aşamasında, şantiye sahalarında görev yapacak yetkililer bulunacak ve bu yetkililerin iletişim bilgileri, inşaat süreci boyunca kamuoyuyla paylaşılacaktır. Tüm paydaşlar her türlü görüş, öneri ve şikâyetlerini, bu yetkililer ile birebir görüşerek iletebilecektir.

Figure 3-1 Project-specific website

## 3.4 Stakeholder Consultations Undertaken During the Preparation and Finalization of the SEP

### 3.4.1 Public Participation Meeting (EIA)

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 23 |

The national Environmental Impact Assessment (EIA) process is being conducted in parallel with the international ESIA process. In accordance with the requirements of the Turkish EIA Regulation, particularly the provision mandating the organization of Public Participation Meetings, Public Information and Participation Meetings were successfully held between 19–21 November 2025 in the districts of Çatalca and Çekmeköy in Istanbul and Çayirova in Kocaeli within the scope of the INRAIL Project. The meetings were organized under national EIA legislation by the Istanbul Governorship Provincial Directorate of Environment, Urbanization and Climate Change with the support of the project consultant. The primary objective of these meetings was to inform the public about the proposed railway project and to collect stakeholder views, questions, and recommendations. Representatives of relevant public institutions, local administrations, mukhtars, and local community members participated in the meetings, ensuring broad stakeholder engagement during the early stages of the assessment process.

During the meetings, participants were informed through presentations and visual materials about the purpose, alignment, and key technical characteristics of the approximately 126 km railway line connecting the European and Asian sides of Istanbul. It was explained that the project aims to address existing railway capacity constraints while ensuring uninterrupted rail connectivity between Istanbul Airport and Sabiha Gökçen Airport. Particular emphasis was placed on engineering solutions designed to minimize impacts on settlements, including extensive use of tunnels and viaducts, with approximately 47% of the alignment planned underground to reduce surface-level environmental and social impacts.

Participants raised various questions related to the project alignment, environmental protection measures, potential impacts on agricultural areas and wetlands, local employment opportunities during construction, and operational characteristics of the railway line. Authorities clarified that environmental and social risks would be managed through the EIA process and in coordination with relevant institutions in accordance with national legislation and international standards. Questions were also raised regarding potential connections with other large-scale infrastructure projects and railway lines; it was explained that the INRAIL Project is an independent investment. Participants were further informed that the railway line is planned to serve both freight and passenger transport, contributing to regional mobility and logistics efficiency.

In addition, stakeholders expressed concerns regarding construction-related impacts such as noise, blasting activities, and proximity to certain settlements and infrastructure. Authorities emphasized that mitigation measures would be developed and implemented in compliance with environmental requirements and that stakeholder engagement activities would continue throughout subsequent phases. The meetings enabled local communities and institutional stakeholders to share their views directly, contributing to transparency and early-stage information exchange within the EIA consultation process. Please refer to Appendix 10 and Appendix 11.

### 3.4.2 Public Consultation and Disclosure Meeting (ESIA)

Within the scope of the Public Consultation and ESIA Public Disclosure Meetings, a series of stakeholder consultation meetings were conducted on 12–13 February 2026 to support the preparation and finalization of the SEP. These meetings were organized to publicly disclose

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 24 |

updated project information, present the environmental and social approach adopted under the ESIA process, and obtain stakeholder feedback prior to finalization of the SEP.

A total of seven consultation meetings were held in Istanbul Province, covering settlements located along and in proximity to the project corridor, including İstasyon Neighborhood (Tuzla), Kurtdoğmuş Neighborhood, Paşaköy Neighborhood, Alibahadır and Paşamandıra Neighborhoods, Arnavutköy (Boyalık), and Çatalca district. The consultations aimed to ensure transparent information sharing and meaningful engagement with potentially affected communities.

During the meetings, participants were informed about the Project scope, key environmental and social commitments, applicable World Bank Environmental and Social Standards, stakeholder engagement principles, and the established Grievance Mechanism. Information regarding ongoing design studies and forthcoming steps was also shared, and visual materials, including route presentations, were used to facilitate understanding.

Stakeholders raised questions primarily related to land acquisition considerations, continuation of agricultural activities, environmental sensitivities, and potential employment opportunities. Responses were provided in general terms, emphasizing that detailed impact assessments will be clarified following the finalization of design studies. It was also communicated that all subsequent processes will be carried out in accordance with World Bank standards and relevant national legislation, and that continuous information sharing with communities will be maintained throughout the process. Please refer to Appendix 12.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 25 |

## 4 STAKEHOLDER IDENTIFICATION AND ANALYSIS

In the World Bank's Environmental and Social Framework (WB's ESF), under the standard "ESS10: Stakeholder Engagement and Information Disclosure," the headings that form guidelines for the SEP are explained sequentially. The titles used for stakeholder identification and analysis are discussed in detail, and the relationship of these terms to the Project is elaborately defined under sections 4.1, 4.2, and 4.3.

In summary, project stakeholders are defined as follows:

**Project Affected Parties:** The term encompasses those who are likely to experience the impacts or potential risks to their physical environment, health, security, cultural practices, well-being, livelihoods or otherwise due to the project. These stakeholders may comprise individuals or groups, including local communities.

Local communities and local administrators in the 53 settlements intersecting with the Aol are considered as PAPs (see Appendix-5: Detailed Stakeholder List). These PAPs are anticipated to be directly affected by the general impacts of the project. Land, housing, and business owners and/or partners/shareholders, as well as formal and informal users (especially for common areas such as pasturelands / grazing areas) of these areas who are likely to be subject to physical and economic displacement due to the project's land acquisition, will be included among these PAPs.

Despite the efforts to align with international best practices, certain gaps persist between Turkish legislation and World Bank ESS5. The identified issues include the absence of provisions for livelihoods restoration, insufficient coverage of affected persons, misalignment of compensation with replacement cost, lack of coverage for common property resources, and the absence of continuous consultation and a Grievance Mechanism during resettlement plan implementation.

As per ESS5, consultations with households subject to land acquisition are more comprehensive than the general stakeholder consultations. Hence, the further updated version of this SEP will need to detail these more comprehensive consultations with these affected households regarding the RP, compensation, relocation alternatives etc. Physically displaced persons will be separately consulted in accordance with the ESS10. **Other Interested Parties:** The term refers to individuals, groups, or organizations with an interest in the project. This interest may stem from the project's location, characteristics, impacts, or matters related to public interest. Examples of such parties may include regulators, government officials, the private sector, the scientific community, academics, unions, women's organizations, other civil society organizations, and cultural groups.

All parties that may have an interest in the project, including local CSOs and media outlets, have been considered as OIP (see Appendix-5: Detailed Stakeholder List). Local administrative units (governorates, district governorships, metropolitan and district municipalities) within the boundaries of 2 provinces and 12 districts intersecting with the Aol, public institutions (such as district directorates of environment, urbanization and climate change, district directorates of agriculture and forestry, DSİ, AFAD, ŞÖNİM, etc.), development agencies (MARKA and İSTKA), and stakeholders associated with the project components (such as Sabiha Gökçen Airport, Istanbul Airport, and Yavuz Sultan Selim Bridge) are among the prominent stakeholders under the OIP category.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 26 |

**Disadvantaged or Vulnerable Groups:** The term pertains to project affected individuals or groups who are at a higher risk of being negatively impacted by the project's effects and may face more constraints than others in harnessing the benefits of a project. Such individuals or groups are also more prone to exclusion from or limitations in their ability to fully participate in the regular consultation process. Consequently, they may require specific measures and assistance to engage effectively. This approach will consider factors related to age, gender, physical ability and constraints related to language, encompassing both the elderly and minors, particularly in situations where they may be separated from their family, community, or other individuals upon whom they depend.

Women who are heads of households on their own, individuals in the older age group (including those living alone), households facing economic difficulties, persons with disabilities, students currently enrolled in school, illiterate adults, and individuals whose native language is other than Turkish have been considered as DVIGs in the context of project impacts. Potential physical and economic displacement impacts resulting from land acquisition may also affect these categories within the group. It should be noted that students currently enrolled in school and households facing economic difficulties do not have any vulnerability under ESS10, they have not been included in the DVIG category within the SEP. Details regarding these students and households facing economic difficulties are provided in the ESIA.

It should be noted that all the baseline data have been prepared under ESIA report. The issued maps which show health institutions, education institutions, NGOs&CSOs, local media outlets, and other mentioned OIP categories are given via Appendix 7 of ESIA report.

#### 4.1 Project-affected parties

The PAPs addressed under this SEP are the local communities residing in the settlements surrounding the Aol, including those affected by land acquisition under the project, as well as all local communities and institutions located within the corridor of influence. In this context, PAP refers to the individuals who will be the first and most directly affected by the environmental and social impacts of the project. Therefore, the main focus of the consultation activities related to the development of mitigation measures for the project's potentially adverse environmental and social impacts will be with the PAPs in these areas. Local representatives (mukhtars) are also considered among the PAPs in the interaction processes.

The distribution and population of these settlements by province and district are presented below (see Table 4-1):

- **Istanbul, the Asian side (east to west):** Tuzla, Pendik, Sultanbeyli, Sancaktepe, Çekmeköy, and Beykoz
- **Istanbul, the European side (east to west):** Sarıyer, Eyüpsultan, Arnavutköy, and Çatalca
- **Kocaeli:** Gebze and Çayirova

**Table 4-1 Population information of the Districts**

| # | Province | District | Population |
|---|----------|----------|------------|
| 1 | Kocaeli  | Gebze    | 411,800    |
| 2 | Kocaeli  | Çayirova | 157,503    |

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 27

| #  | Province | District    | Population |
|----|----------|-------------|------------|
| 3  | İstanbul | Tuzla       | 301,400    |
| 4  | İstanbul | Pendik      | 749,356    |
| 5  | İstanbul | Sultanbeyli | 369,193    |
| 6  | İstanbul | Sancaktepe  | 502,077    |
| 7  | İstanbul | Çekmeköy    | 306,739    |
| 8  | İstanbul | Beykoz      | 245,440    |
| 9  | İstanbul | Sarıyer     | 342,582    |
| 10 | İstanbul | Eyüpsultan  | 420,706    |
| 11 | İstanbul | Arnavutköy  | 344,868    |
| 12 | İstanbul | Çatalca     | 80,399     |

Current population data of the settlements intersecting with Aol are presented under Appendix-5: Detailed Stakeholder List, there are 2 provinces, 12 districts, and 53 neighborhoods. The total population of Aol intersecting settlements is 539,236. .

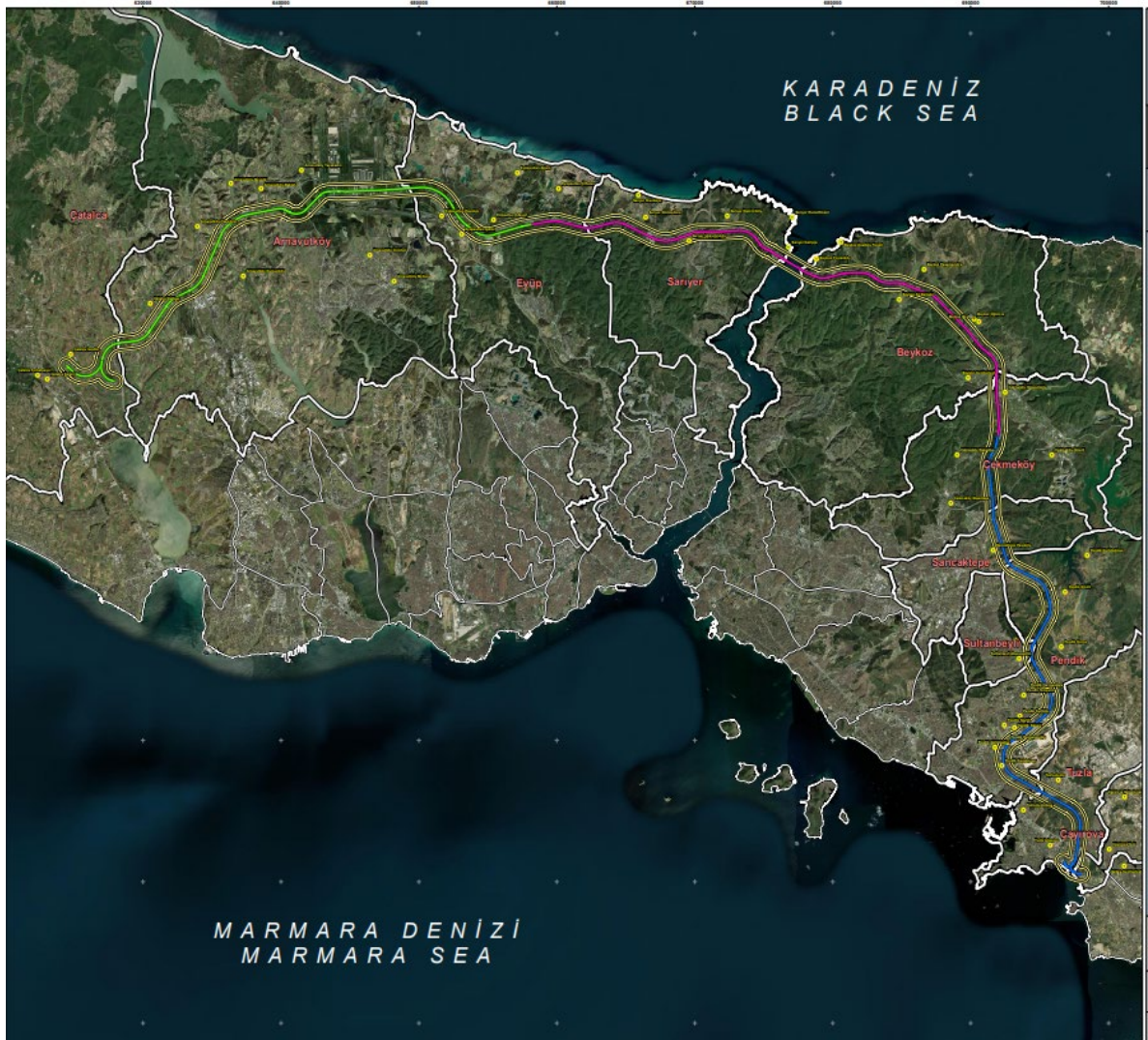


Figure 4-1 Project-specific website

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 28 |

## 4.2 Other interested parties

Within the scope of this project, the stakeholder groups are detailed in Appendix-5: Detailed list of project stakeholders.

The primary category of parties interested in the project consists of local governments, labour unions, local businesses, potential suppliers, as many different parties will have economic, political, social, and environmental interests in this Project.

Other parties are those related to the project components. These include institutions affiliated with TCDD, as well as Northern Marmara Motorway, including the Yavuz Sultan Selim Bridge, as well as the Sabiha Gökçen Airport and Istanbul Airport.

All projects and their components listed under Section 3.1 have been categorized as OIPs. The findings obtained from these projects will be used to determine the communication topics and methods for the OIP.

NGOs will be included in the OIP category. Subcategories have also been created for the civil society organizations (CSO) to be consulted. It is important to highlight the distinction between NGOs and CSOs prior to presenting this list.

NGOs are primarily professional organizations, such as associations, foundations, or international entities, operating at national or international levels and possessing formal legal status. CSOs, on the other hand, refer to a broader category that includes NGOs. Local associations, cooperatives, professional chambers, and other community initiatives can be categorized under CSOs. Unlike NGOs, CSOs are not required to be professional; in fact, some volunteer-based groups can also be considered CSOs. In Türkiye, the most common CSOs are hometown associations and neighborhood development or community development associations.

The consulted organizations were grouped as follows:

- NGOs& CSOs based in İstanbul that represent stakeholders interested in the project,
- NGOs&CSOs based outside İstanbul that represent stakeholders interested in the project.
- CSOs established for the settlements directly on the project route and the local communities there.

Besides, national and local media outlets are also included to OIP category.

## 4.3 Disadvantaged/vulnerable individuals or groups

The women-headed households, elderlies (including those living alone), households facing economic difficulties, persons with disabilities, , illiterate adults, and groups using languages other than Turkish will be considered as individuals who may be less able to participate actively in stakeholder consultations, more likely to be adversely affected by the project impacts or more limited than others in their ability to take advantage of the project's benefits.. Besides, households facing economic difficulties have similar condition in line with ESS10 requirements. Details regarding these DVIGs are provided in the ESIA.

The following can be stated regarding the approximate numbers of DVIGs;

- 41 women identified themselves as the sole head of their household (12.57%).

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 29 |

- Number of elderly individuals is 244 (8.41%)
- 180 out of 802 household heads stated that their households were experiencing significant economic difficulties.
- 66 household representatives responded “yes” to the question, “Are there persons with disabilities in the household?” These households constitute approximately 8% of the total households within the Aol.
- The proportion of illiterate adults in settlements intersecting with the Aol is approximately 5%.

The findings obtained from household-level social research and interviews with mukhtars have been decisive in identifying DVIGs. In addition, interviews under the OIP category, as well as NGO&CSO and local media-level inputs, have also contributed to the identification of these vulnerable groups.

#### 4.4 Summary of stakeholder interest in and influence over the project

During the consultations, the most frequent information requests were related to the final alignment of the project.

Most of the positive feedback from stakeholders relates to the project’s ability to facilitate transportation and reduce traffic congestion. Among the concerns frequently mentioned are potential damage to forests and structures of water bodies. There are also worries stemming from environmental impacts such as noise and dust experienced in previously implemented projects. Many stakeholders have recommended that passenger transportation be integrated during the project implementation. Additionally, it has been considered beneficial to coordinate this project with the existing industrial areas.

The updated SEP will serve as a guide for integrating stakeholders’ opinions into the Project implementation process.

The information obtained from stakeholder consultations is presented in categories using Appendix-2: Findings of Consultations, while the interview notes containing direct narratives from the consultations are provided using Appendix-1: Minutes of Meetings.

A summary of the responses from the different stakeholder categories are as follows:

In interactions with the local population, previous project experiences were frequently highlighted. Impacts related to dust and pollution during the construction phase, as well as noise during the operational phase, were often raised. In settlements within the Kocaeli region, the local population generally views industrial investments more favorably due to their familiarity with such developments. However, concerns regarding existing vehicular traffic and industry-related pollution were prominent in consultations. A similar pattern was observed in settlements centered around Pendik and Tuzla in Istanbul.

Mukhtars emphasized issues related to housing shortages, planning deficiencies, and zoning concerns within their settlements. Additionally, they expressed apprehension regarding the protection of forested and water areas. Public institutions in the Kocaeli region suggested implementing the project in a manner that incorporates industrial centers, whereas public institutions in Istanbul primarily raised questions and concerns related to the protection of natural resources, particularly water.

The issues most frequently requested jointly by local residents and mukhtars concern the establishment of stations within residential areas, the addition of stops, or the provision of vehicles that would connect to new stations. The matter of greatest interest, however, relates to when the

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 30 |

project will commence and whether it will be implemented at all.

While no distinct category of opinions could be identified for NGOs and CSOs, stakeholders in Istanbul-affiliated settlements highlighted the lack of social, sports, and cultural facilities.

The limitations encountered in reaching disability organizations during the preparation phase have been noted, and the project aims to strengthen this engagement in subsequent stages. In this context, it is planned to establish communication channels with national-level civil society organizations and umbrella groups with broad representational capacity. Through the consultation mechanisms to be established, the project intends to gather insights regarding construction-related cumulative impacts and mobility constraints, evaluate accessibility solutions within the framework of universal design principles, and incorporate practical feedback into the project during the implementation phase.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 31 |

## 5 STAKEHOLDER ENGAGEMENT PROGRAM

### 5.1 Purpose and timing of stakeholder engagement program

The primary objective of the stakeholder engagement program to ensure sharing with stakeholders of all relevant project information, particularly related to project adverse social and environmental impact and risks, and provide them with the opportunity to ask questions, raise concerns, get timely answers, and a provide them with a mechanism for lodging complaint.

Additional stakeholders will be engaged progressively in line with the advancement of the project. This approach aims to ensure inclusive engagement across all relevant stakeholder groups. Stakeholders who were recommended for inclusion in the process during the meetings already completed have been added to the Appendix-5.

In addition to the consultations conducted during the ESIA preparation phase, community meetings will be held in settlements along the approximate project route prior to finalizing the SEP document, to ensure that the document is updated based on stakeholder feedback. Each community meeting will also ensure the participation of mukhtars, CSO representatives from the settlement, and other local opinion leaders. The engagement process is scheduled to take place prior to the commencement of early works/construction activities and will continue periodically throughout the project lifecycle. Detailed schedules for these sessions will be announced through local communication channels at least two weeks in advance to ensure broad participation and to address site-specific concerns emerging from the detailed design phase.

At these meetings, questions, positive and negative opinions, concerns, and feedback regarding the process from PAPs, local officials, and NGOs&CSOs will be collected. The primary purpose of these meetings is to provide PAPs with information about the project, including expected adverse environmental and social impacts, and to respond to their questions and concerns. Through SEP, stakeholders should receive full and timely information about the project and its risks and impacts, and be provided an opportunity to voice their concerns, raise issues and complain. The information gathered will be used to update the SEP and will also be included in other documents prepared for the Project.

The methods to be applied and the stakeholders to be involved prior to land acquisition activities are described in detail both in the following bullets and in Table 5-1.

- **Public consultation meeting:** Participation will be ensured with the involvement of local residents and local authorities in the settlements. Venue selection will prioritize places that can accommodate larger groups, such as coffeehouses, community centers, and meeting halls. Each meeting will preferably have at least 20-30 participants. With the aim of holding at least one meeting in each district intersecting the Aol, it is considered appropriate to organize 10 meetings in Istanbul and 2 meetings in Kocaeli. Additional measures will be implemented to ensure the participation of women. For example, meetings scheduled at convenient times for women who are heads of households.
- **Mukhtar questionnaire:** Structured questionnaires will be administered with the mukhtar, a council member, or a local opinion leader in each settlement to gain an understanding of the general impacts related to land acquisition. In these meetings, landowners, co-

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 32 |

owners, and formal and informal users who are outside the scope of the socio-economic survey can be identified.

- Following the final determination of the project route, the process will proceed to the household level, and a household census will be conducted covering all PAHs impacted by the land acquisition of the project, as required by the RF.
- Focus group discussion: More intensive consultation sessions will be targeted with key subgroups among the PAPs. In these meetings, landowners and co-owners will be included on a settlement-specific basis. Separate sessions will also be organized for the formal and informal users of the lands. Users of publicly owned grazing and pasture areas will be critically important in terms of entitlement. In summary, each of these focus group meetings will be tailored to examine the impacts of the land acquisition process on land ownership and land use conditions. Care will be taken to select venues where the target group can easily access and feel comfortable. Each meeting will have a minimum of 8 and a maximum of 14 participants.

## 5.2 Proposed strategy for information disclosure

As a priority, the questions raised by stakeholders need to be addressed. The primary source of uncertainty concerns the project route. Once this information is finalized, the necessary details should be communicated to public institutions through official correspondence. In the recommendations received regarding the implementation of stakeholder engagement activities, the importance of formal meetings and written communications in information disclosure processes has been particularly emphasized.

During the meetings held as part of the EIA process, this information should be shared not only with public institutions but also with other stakeholders, particularly the local communities.

In this context, it is essential to ensure that invitations to consultation activities are effectively communicated to stakeholders. In addition to formal procedures, the official websites and social media accounts of provincial and district municipalities should be used to publish such announcements.

The SEP is primarily required to inform stakeholders about the project and its potential adverse environmental and social impacts. It aims to ensure that all relevant information is shared fairly with the public and that stakeholders' concerns and opinions are included in the process. Information disclosure will also cover non-Turkish speaking stakeholders and include information published in the relevant languages.

Kurdish, Zazaki, Arabic, Pashto, and Pomak languages have been identified locally. In addition to the identified languages, the commonly spoken Dari / Farsi languages in Türkiye will also be taken into consideration. For the participation of these groups, project information sheets and executive summaries of the documents may need to be prepared in the required languages based on information obtained from local administrators, such as mukhtars. Interpreter support will be ensured for the resettlement-related parts, particularly in meetings involving formal and informal users during the land acquisition process.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 33 |

At the meetings, explanations should be provided regarding the issues of concern raised by stakeholders. In addition, there should be clarifications on whether the beneficiary impacts expected by stakeholders from the project are likely to materialize.

Documents prepared following the consultation processes should be made publicly available. Among these, the Non-Technical Summary of the Project, the Stakeholder Engagement Plan, Resettlement Framework, Labor Management Procedures and the Environmental and Social Management Plan (ESMP) should be shared with stakeholders at the earliest stage. ESMP shall be subject to public disclosure and consultation before being finalised and approved. It is essential to leave printed copies of these documents at designated contact points.

In addition to these documents, the following listed documents may also be used for information disclosure purposes. The following tools are largely related to the ESF's requirements and also include the scope of the national EIA, especially items related to Public Information and Participation Meeting. Detailed information is provided under Table 5-1.

- Public Information and Participation Meeting will be organized in accordance with local legislation. The steps to be followed in the process have been defined within the scope of EIA requirements. Meeting dates and locations will be announced through official channels as well as national and local newspaper advertisements. To increase attendance, contact will be established with local authorities.
- Posters: They should include the dates and locations of the meetings. Posters should be designed to provide a brief overview of the project and clearly indicate the project route. It is essential that the information in the poster is presented in a concise, clear, and easily visible manner for all audiences. They must be displayed in public areas prior to the meetings. Priority locations for posting include the meeting venue/building, as well as the contact offices of local administrative units such as the mukhtar's office, municipality, district governorship, and governorship.
- Brochure: It should include an introduction to the project, clearly explaining its purpose and objectives. The project route must be presented clearly. The brochure should also indicate the planned start dates of the project. It is essential that the information in the brochure is presented in a concise, clear, and easily visible manner for all audiences. Additionally, it must contain contact information, including details about the grievance mechanism. The SEP, which includes details of the GM is also subject to public disclosure and consultation, too. These brochures should be distributed to stakeholders participating in the meetings prior to the start of the sessions. The brochures should also be made available at the contact offices of local administrative units such as the mukhtar's office, municipality, district governorship, and governorship. Visuals of the brochures should be published on the project's official website, as well as on the relevant pages of the Ministry and the associated directorate general.
- FAQ document: It should include the most frequently asked questions about the project along with their answers. The main topics raised during stakeholder consultations and meetings will guide the content of this document. This document should be provided to stakeholders along with the brochures, made available at the same contact points, and published through the same channels.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 34 |

- **Presentation:** A presentation will be prepared for all stakeholders attending the meeting. This presentation will include information about the project, the project route, the expected environmental and social impacts, the mitigation measures to be implemented, the grievance mechanism, and contact details.
- **Project website:** The project-specific website<sup>2</sup> has already been launched. This website includes project related information such as purpose, scope and location, current status of environmental and social documents to be shared, and the contact details and contact persons. The project related updates and all the announcements including public information and participation meetings, will be accessible to all stakeholders with internet access.
- **Official social media accounts:** A dedicated project social media accounts will be created. These accounts can be created on WhatsApp, Instagram, X, LinkedIn, Telegram etc application provider. Social media tools will be used effectively for sharing quick announcements, creating news and content, and delivering up-to-date information about the project. They will be accessible to all stakeholders with internet access.

### 5.3 Proposed strategy for consultation

Proposed strategy for consultation involves specifying what information will be shared, the formats in which it will be presented, and the methods used to facilitate consultation with each stakeholder group.

When determining the consultation strategy, project stakeholders were first identified. These primarily include individuals residing in settlements along the project route. Additionally, those who may be affected by physical and economic resettlement impacts arising from land acquisition are also included in this group.

Other parties that may have an interest in the project include airport and railway operators, which are components of the project, as well as local governments, non-governmental organizations, and local/national media outlets.

Women who are heads of households on their own, individuals in the older age group (including those living alone), persons with disabilities, illiterate adults, and individuals whose native language is other than Turkish have been considered as DVIGs in the context of project impacts. Potential physical and economic displacement impacts resulting from land acquisition may affect these categories within the group. have been considered as DVIGs in the context of project impacts. Potential physical and economic displacement impacts resulting from land acquisition may affect these categories within the group.

When determining the communication methods to be established with the identified stakeholders, data obtained from experiences in previously implemented projects and consultations conducted with stakeholders (including local residents) were utilized. As a result of this process, the importance of face-to-face meetings was emphasized, and the necessity of official correspondence in communication with official institutions was highlighted.

<sup>2</sup> [İstanbul Kuzey Demiryolu Geçiş Projesi - Altyapı Yatırımları Genel Müdürlüğü](#)

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 35 |

All project stakeholders will be provided with information about the project route, details of environmental and social impacts, and the measures to be taken. Before the land acquisition process begins, all landowners and co-owners must be reached, and the census must be completed. Information disclosure will also cover non-Turkish speaking stakeholders and include information published in the relevant languages.

Kurdish, Zazaki, Arabic, Pashto, and Pomak languages have been identified locally. In addition to the identified languages, the commonly spoken Dari / Farsi languages in Türkiye will also be taken into consideration. For the participation of these groups, project information sheets and executive summaries of the documents may need to be prepared in the required languages based on information obtained from local administrators, such as mukhtars. Interpreter support will be ensured for the resettlement-related parts, particularly in meetings involving formal and informal users during the land acquisition process.

At this stage, the SEP will continue to be updated. All the Project documents will be subject to consultation and disclosure. These management plans can be listed as the following;

- Stakeholder Engagement Plan (SEP),
- Non-Technical Summary (NTS)
- Environmental and Social Management Plan (ESMP)
- Labor Management Procedures (LMP)
- Resettlement Framework (RF))
- Resettlement Plans (RPs)

The relevant documents will be made publicly accessible. Official platforms such as the AYGM website will be used for this purpose. These documents, which will present the information, will also be shared with stakeholders in summarized formats like brochures and leaflets, ensuring that disadvantaged groups are included.

The information in these documents will be discussed at meetings ensuring public participation. In organizing these meetings, disadvantaged groups will be taken into consideration. DVIGs identified at the settlement level should be defined, along with specific measures that can be implemented at that settlement to ensure their participation in meetings. Relevant measures could include easily accessible venues for elderly and persons with disabilities.

Feedback received from stakeholders will be evaluated by AYGM and the contractor(s) and used throughout the project process.

Therefore, the information will be shared during the preparation phase before the project officially begins. All information dissemination activities must be completed and stakeholder feedback collected prior to the commencement of the construction phase. The same strategy will continue to be implemented during the construction period.

During the construction phase, the relevant documents, along with other materials, will continue to be shared with both the PAPs and the general public (all stakeholders) in a similar manner.

Detailed information is provided under Table 5-1.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 36 |

#### 5.4 Proposed strategy to incorporate the view of vulnerable groups

The women who are heads of households on their own, individuals in the older age group (including those living alone), persons with disabilities, illiterate adults, and individuals whose native language is other than Turkish will be considered as individuals who may be more likely to be adversely affected by the project impacts or more limited than others in their ability to take advantage of the project's benefits.

Additionally, disadvantaged individuals whose access to project-related information, participation in consultations, and access to announcements is more limited compared to other PAPs due to their existing vulnerabilities have also been included within the DVIG.

In this context, the strategies to be used in communication with disadvantaged individuals will be developed. These additional strategies will be applied to ensure that the vulnerable groups identified at the community level can participate in the engagement processes.

- Meetings scheduled at convenient times for women who are heads of households;
  - The informative meetings will be conducted in common areas such as coffee houses in the settlements. For appropriate schedule for working-female household heads will be asked via preliminary consultations with mukhtars.
- Elderly and persons with disabilities should be provided with easily accessible venues;
  - The most effective communication method for the PAPs will currently be those held face-to-face in the settlement where they are permanently staying. In cases where this is not possible, families will be asked to provide the days and times that are suitable for them.
- Production of more visual materials for illiterate adults;
  - Face-to-face meetings will be the primary method of information dissemination. Written documents need to be provided; however, there will be representatives who are illiterate. Therefore, support will be provided to ensure the understanding of written documents. To maintain transparency, an illiterate representative will be accompanied by a literate household member or a literate representative from other households to assist or guide them. Besides, for representatives who are illiterate, the information will be presented with explanatory presentations and visually expressed.
- Translation documents and/or interpreters for non-Turkish speakers;
  - Kurdish, Zazaki, Arabic, Pashto, and Pomak languages have been identified locally. In addition to the identified languages, the commonly spoken Dari / Farsi languages in Türkiye will also be taken into consideration. For the participation of these groups, project information sheets and executive summaries of the documents may need to be prepared in the required languages based on information obtained from local administrators, such as mukhtars. Interpreter support will be ensured for the resettlement-related parts, particularly in meetings involving formal and informal users during the land acquisition process.

All the measures mentioned above will be applicable during the land acquisition process and should also be tailored for any other DVIGs that may be identified throughout the process.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 37 |

Detailed information is provided under Table 5-1.

## 5.5 Timelines

The initial information disclosure and stakeholder engagement activities for this project were carried out during the field studies conducted in May 2025. Following this process, the SEP has been submitted for the Bank's review.

Based on the comments received on the document, the second and third phase social studies were carried out in July 2025, incorporating the local residents and local administrators, local and national NGOs, CSOs, local media, and the majority of the meetings that were missing from the first phase of social research.

Prior to the land acquisition process, census will be conducted for these groups for each RP as defined in the RF.

The land acquisition process will not begin until the RP documents are completed. The SEP will continue to be updated while this process is ongoing.

Prior to approval, the draft E&S documents will be subject to disclosure and public consultation among maximum number of stakeholders. After incorporating stakeholder feedback E&S documents will be updated, submitted for approval and redisclosed on AYGM website and on WB website.

While the SEP update process is ongoing, the EIA processes will also continue. The steps required by national legislation will be implemented in this regard. EIA documents will be prepared following the meetings to be held based on the final route.

Following this stage, Public Information and Participation Meetings will be held with all PAPs and other stakeholders including DVIG whose views and suggestions have been collected

The defined process is expected to take place within the year 2025; however, a specific timeframe has not yet been determined.

Table 5-1 defines the activities identified under the stakeholder engagement program, covering the entire project lifecycle from the start of pre-construction to the end of operation.

The outcomes of all engagement activities will be used to update the SEP document. Any changes in project activities will be incorporated into these updates.

## 5.6 Review of Comments

In connection with the consultation process, minutes of discussions will be compiled, and these will be disclosed along with the responses given to issues raised during the consultations. Project website will also have an interactive function where people can pose questions and get answers.

## 5.7 Future Phases of Project

Under the SEP, initial information about the project has been shared with stakeholders and feedback has been collected. Based on the feedback received, this SEP document has been

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 38 |

prepared. According to the data gathered, the content and approximate timing of the next stakeholder engagement activities have been identified in Table 5-1. Once the project route is finalized, this information-sharing process will continue. Among the planned steps are holding meetings in line with WB's ESS10 under ESF and the EIA process disclosing documents to the public. This entire process will be completed before the start of construction activities. This entire process will be completed before the start of construction activities.

Before the start of construction activities, contractors will be fully informed of all feedback related to the project. They will integrate their own grievance mechanisms into the project's overall grievance mechanism. Project GM will have a channel whereby grievances submitted at contractor level will be recorded and monitored also through the central database. In addition, the contractor(s) will have a Workers' GM aligned with the requirements of the LMP.

The steps defined in the stakeholder engagement program will continue throughout the construction phase. During these activities, Community Liaison Officers (CLOs) from the contractors' teams will be involved under the coordination of PIU. All contractors will be accountable to AYGM and the Ministry.

All significant developments related to project activities will continue to be communicated to stakeholders throughout the construction phase. The methods and tools defined within the program will continue to be utilized.

After the project enters the operation phase, responsibility will be transferred from the contractors to TCDD.

During the operation phase, the methods defined in the program, components of the grievance mechanism, and other activities will continue to be implemented. TCDD will be responsible for implementing and updating the SEP for the operation phase of the Project.

The SEP document will be updated at each phase of the project and disclosed for the review and input of relevant stakeholders.

Istanbul North Rail Crossing Project (INRAIL)

Stakeholder Engagement Plan

Final

Date: February 2026

Page: 39

Table 5-1 Stakeholder Engagement Program

| Project phase          | Timing  | Main Topic   | Management Plans   | Identification of Targeted Stakeholders  | Method used  | Alternative methods for DVIG                                   | Location   | Frequency  | Responsible Party |
|------------------------|---|--|--|--|--|--|--|------------|-------------------|
| Preconstruction phase  | Before the project documents are prepared   | To inform stakeholders about the Project<br>To collect questions, opinions, concerns, and suggestion                                       | -  | OIP<br>Local and regional governmental institutions<br>Public authorities<br>Representatives of project related investments          | Face to face in depth interview<br>Official letter<br>e-mail   | Not available  | İstanbul<br>- Arnavutköy<br>- Beykoz<br>- Çatalca<br>- Çekmeköy<br>- Eyüpsultan<br>- Pendik<br>- Sancaktepe<br>- Sarıyer<br>- Sultanbeyli<br>- Tuzla<br>Kocaeli<br>- Çayırova<br>- Gebze   | Once       | AYGM PIU          |
| Preconstruction phase  | Prior to construction, following the public disclosure period of the draft project documents. | To inform stakeholders about the Project & Grievance Mechanism<br>To collect questions, opinions, concerns, and suggestion                 | Draft version of SEP<br>ESMP<br>LMP<br>Non-Technical Summary (NTS)<br>RF | PAPs, OIPs, DVIG<br>Settlements around the Aol<br>NGOs<br>CSOs<br>Local and regional governmental institutions<br>Public authorities | Public consultation meeting<br>Focus group discussion<br>In depth interviews<br>Mukhtar interviews<br>people<br>Public Information and Participation Meeting<br>Posters<br>Brochure<br>FAQ document<br>Presentation<br>Project website<br>Official social media accounts | Visual Materials<br>Accessible Venues<br>Convenient Scheduling | <i>In the settlements where the Aol intersects with the districts of the following provinces.</i><br><br>İstanbul<br>- Arnavutköy<br>- Beykoz<br>- Çatalca<br>- Çekmeköy<br>- Eyüpsultan<br>- Pendik<br>- Sancaktepe<br>- Sarıyer<br>- Sultanbeyli<br>- Tuzla<br>Kocaeli<br>- Çayırova<br>- Gebze<br><br><i>In the settlements where the Aol intersects with the districts of the following provinces.</i> | Continuous | AYGM PIU          |
| Pre construction phase | Prior to land entry<br>Immediately after the completion of the census activities.             | To inform stakeholders about the Project & Grievance Mechanism<br>To inform people about land acquisition requirements and implementations | SEP<br>NTS<br>ESMP<br>LMP<br>RP  | Land owner & shareholder of private land<br>Formal & informal user of private land<br>Formal & informal user of common areas         | Consultations to be conducted with the people subject to land acquisition  | Visual Materials<br>Accessible Venues<br>Convenient Scheduling | <i>In the settlements where the Aol intersects with the districts of the following provinces.</i><br><br>İstanbul<br>- Arnavutköy<br>- Beykoz<br>- Çatalca<br>- Çekmeköy<br>- Eyüpsultan<br>- Pendik<br>- Sancaktepe<br>- Sarıyer<br>- Sultanbeyli<br>- Tuzla<br><br>Kocaeli<br>- Çayırova<br>- Gebze  | Once       | AYGM PIU          |

Istanbul North Rail Crossing Project (INRAIL)

Stakeholder Engagement Plan

Final

Date: February 2026

Page: 40

|                                   |   |  |  |   |   |  |   |            |   |
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| Land preparation and Construction | After the final project documents have been shared with the public Prior to land entry  | E&S and OHS risks and disclosure of precautions<br>Final E&S documents.<br><br>SEP<br>NTS<br>ESMP<br>LMP<br>RP | Final versions of the project documents<br><br>SEP<br>NTS<br>ESMP<br>LMP<br>RP | PAPs, OIPs, DVIG<br>Settlements around the Aol<br>NGOs<br>CSOs<br>Local and regional governmental institutions<br>Public authorities<br>Vulnerable groups | Public consultation meeting<br>Posters<br>Brochure<br>FAQ document<br>Presentation<br>Project website<br>Official social media accounts | In the settlements where it is deemed necessary, the documents should also include the languages used in addition to Turkish<br>Having an interpreter during meeting<br><br>Access support for disabled people & elderly<br><br>Technical assistance for illiterates     | <i>In the settlements where the Aol intersects with the districts of the following provinces.</i><br><br>İstanbul<br>- Arnavutköy<br>- Beykoz<br>- Çatalca<br>- Çekmeköy<br>- Eyüpsultan<br>- Pendik<br>- Sancaktepe<br>- Sarıyer<br>- Sultanbeyli<br>- TuzlaKocaeli<br>- Çayırova<br>- Gebze | Continuous | AYGM PIU<br><br>Contractor(s) PIU<br><br>Supervision Consultant's PIU |
| Land preparation and Construction | Just preceding the start of work on a specific section of the project   | Grievance mechanism  | Final versions of the project documents<br><br>SEP<br>NTS<br>ESMP<br>LMP<br>RP | PAPs, OIPs, DVIG<br>Settlements around the Aol<br>NGOs<br>CSOs<br>Local and regional governmental institutions<br>Public authorities<br>Vulnerable groups | Announcement of approved SEP  | In the settlements where it is deemed necessary, the documents should also include the languages used in addition to Turkish   | AYGM's website<br>Official websites of contractor, if available.  | Once       | AYGM PIU<br><br>Contractor(s) PIU<br><br>Supervision Consultant's PIU |
| Operation                         | After the draft of the operational phase versions of the final construction-phase project documents has been made available for consultation<br><br>Just prior to the commencement of the operation phase | E&S and OHS risks and disclosure of precautions<br>Final E&S documents.  | Final versions of the project documents<br><br>SEP<br>NTS<br>ESMP<br>LMP<br>RP | PAPs, OIPs, DVIG<br>Settlements around the Aol<br>NGOs<br>CSOs<br>Local and regional governmental institutions<br>Public authorities<br>Vulnerable groups | Public consultation meeting<br>Posters<br>Brochure<br>FAQ document<br>Presentation<br>Project website<br>Official social media accounts | In the settlements where it is deemed necessary, the documents should also include the languages used in addition to Turkish<br><br>Having an interpreter during meeting<br><br>Access support for disabled people & elderly<br><br>Technical assistance for illiterates | <i>In the settlements where the Aol intersects with the districts of the following provinces.</i><br><br>İstanbul<br>- Arnavutköy<br>- Beykoz<br>- Çatalca<br>- Çekmeköy<br>- Eyüpsultan<br>- Pendik<br>- Sancaktepe<br>- Sarıyer<br>- Sultanbeyli<br>- TuzlaKocaeli<br>- Çayırova<br>- Gebze | Annual     | TCDD  |
| Operation                         | Immediately after the draft operational documents have been finalized<br><br>Just prior to the commencement of the operation phase  | Grievance mechanism  | Final versions of the project documents<br>SEP<br>NTS<br>ESMP<br>LMP<br>RP     | PAPs, OIPs, DVIG<br>Settlements around the Aol<br>NGOs<br>CSOs<br>Local and regional governmental institutions<br>Public authorities<br>Vulnerable groups | Announcement of updated SEP for operation phase   | Technical assistance for illiterates   | AYGM's website  | Once       | TCDD  |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 41 |

## 5.8 Reporting back to stakeholder groups

The SEP will undergo regular updates as deemed necessary throughout the project. At this SEP stage, the exact project alignment has not yet been finalized. Therefore, the PAPs who may be impacted by land acquisition have not been fully identified. Once the project route is determined, stakeholders will be informed about this matter accordingly.

At this stage, the information dissemination tools will predominantly consist of community-level meetings. All these meetings must be completed before the contractor enters the site. Following individual consultations with landowners, all concerns and issues related to land acquisition will be collected and utilized in the implementation process. Besides, the environmental and social impacts of the project will be shared with stakeholders. Stakeholder feedback collected after the information disclosure process will be taken into account in the mitigation of environmental and social impacts. Furthermore, based on the insights gained from the feedback, the identification of vulnerable groups will be revisited, and opportunities to ensure their meaningful participation will be reviewed in conjunction with the project's environmental and social impacts. These information disclosure processes must be completed before the construction phase begins.

Team members responsible for the above-mentioned task will compile periodic reports on stakeholder complaints and inquiries, detailing the status of corrective actions. These reports, whether on a quarterly basis or at other intervals, will assist in evaluating the number and nature of issues and the project's effectiveness in addressing them. This reporting and disclosure process will ensure that all stakeholders, including those who have not submitted grievances, are informed about the functionality of the GM and the project's responsiveness to community concerns. Information about the project's public engagement activities will be communicated to stakeholders through various channels as required.

**Istanbul North Rail Crossing Project (INRAIL)  
Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 42

**Table 5-2 Monitoring Plan**

| Activity   | Key Performance Indicator<br><i>Target / Threshold</i>  | Method of measurement   | Responsibility         | Frequency                                   | Project phase  |
|--|---|---|------------------------|---|--|
| Preparation and disclosure of informative documents                | <b>% of informative documents prepared and shared with stakeholders</b><br><i>100% of planned informative documents prepared and shared with stakeholders</i>                           | Visual documents such as posters, brochures, FAQ documents containing summary information about the project and contact information | AYGM PIU               | Once before construction; updated as needed | Initial activities-<br>Preconstruction phase           |
| Publication of project documents including SEP on official website | <b>% of project documents disclosed on official website</b><br><i>100% of approved documents uploaded timely</i>  | Timely and publicly accessible sharing via official website of AYGM and/or Contractor   | AYGM PIU<br>Contractor | Repeated whenever documents are updated     | All phases   |
| Stakeholder consultations with local governmental institutions     | <b>% of local institutions consulted</b><br><i>90% of local government bodies identified along the project route</i>  | Consultation log<br>MoM <sup>3</sup><br>Photograph<br>Submitted project information documents<br>Grievance logbook                  | AYGM PIU<br>Contractor | Once before construction; then annually     | Initial activities -<br>Preconstruction & Construction |
| Stakeholder consultations with NGOs & CSOs                         | <b>% of NGOs &amp; CSOs consulted</b><br><i>80% of listed organizations</i>   | Consultation log<br>MoM<br>Photograph<br>Submitted project information documents<br>Grievance logbook                               | AYGM PIU<br>Contractor | Once before construction; then annually     | Initial activities -<br>Preconstruction & Construction |
| Consultations with local / national media outlets                  | <b>% of media outlets consulted</b><br><i>70% of local / national media outlets identified in the stakeholder list</i>  | Consultation log<br>MoM<br>Photograph<br>Submitted project information documents<br>Grievance logbook                               | AYGM PIU<br>Contractor | Once before construction; then annually     | Initial activities -<br>Preconstruction & Construction |
| Community-level consultations with local representatives           | <b>Number of consultation meetings with mukhtars or council members</b><br><i>At least one meeting with the mukhtar or council member of each settlement identified around the Aol.</i> | Consultation log<br>MoM<br>Photograph<br>Leaving printed copies of project documents at the mukhtar's office or common area         | AYGM PIU<br>Contractor | Once per settlement                         | Preconstruction phase                                  |

<sup>3</sup> Including date, location, contact person(s), contact information, and outputs of the consultation

**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 43

| <b>Activity</b>                                    | <b>Key Performance Indicator<br/><i>Target / Threshold</i></b>  | <b>Method of measurement</b>  | <b>Responsibility</b>  | <b>Frequency</b>                    | <b>Project phase</b>  |
|--|---|---|------------------------|-------------------------------------|-----------------------|
|  |   | Submitted project information documents<br>Grievance logbook  |                        |                                     |                       |
| Community-level consultations with local residents | <b>Number of community level consultation meeting with local residents</b><br><i>Organizing meetings with at least 10-20 participants, including the participation of disadvantaged groups, in each of the settlements identified around the Aol.</i> | The fulfillment of accessible venue and convenient Scheduling condition<br>Consultation log<br>MoM<br>Photograph<br>Submitted project information documents<br>Attendance list<br>Grievance logbook                   | AYGM PIU<br>Contractor | Once per settlement                 | Preconstruction phase |
| Focus group consultations with vulnerable groups   | <b>Number of focus group consultations with identified DVIG per settlement</b><br><i>Organizing a focus group meeting with the identified vulnerable groups in each settlement (if any)</i>   | The fulfillment of accessible venue and convenient Scheduling condition<br>Consultation log<br>MoM<br>Photograph<br>Submitted project information documents<br>Attendance list<br>Grievance logbook                   | AYGM PIU<br>Contractor | Once per settlement (if applicable) | Preconstruction phase |
| Household-level consultations                      | <b>Number of household level consultation activities</b><br><i>Conducting interviews with a number of households representing the total households identified within the Aol, approximately 802 to 837 households</i>                                 | Conducting face-to-face interviews<br>Reaching women household heads<br>Contacting a number of individuals representing the sample<br>Completed survey forms<br>Photograph<br>Submitted project information documents | AYGM PIU<br>Contractor | Once                                | Preconstruction phase |
| Consultations with PAPs (landowners, users, etc.)  | <b>Number of consultations with land owner &amp; shareholder of private land, informal user of private land, formal &amp; informal user of common areas</b>   | The fulfillment of accessible venue and convenient scheduling condition   | AYGM PIU<br>Contractor | Once per settlement                 | Preconstruction phase |

**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 44

| <b>Activity</b>                                      | <b>Key Performance Indicator<br/>Target / Threshold</b>  | <b>Method of measurement</b>  | <b>Responsibility</b>  | <b>Frequency</b>                        | <b>Project phase</b>              |
|--|--|---|------------------------|---|-----------------------------------|
|  | <i>Organizing at least one meeting in each settlement with the PAHs (including land owner &amp; shareholder of private land, informal user of private land, formal &amp; informal user of common areas) identified within the Aoi, including DVIG.</i> | Consultation log<br>MoM<br>Photograph<br>Submitted project information documents<br>Attendance list<br>Grievance logbook  |                        |   |                                   |
| Grievance management                                 | <b>% of grievances resolved through GM within target timeframe</b><br><i>100% of grievances resolved within 30 days</i>  | Grievance logbook, periodic GM reports, summary on website, posters, local project offices  | AYGM PIU<br>Contractor | Monthly                                 | All project phases                |
| Updating informative documents                       | <b>% of updated informative documents prepared and shared</b><br><i>100% of revised documents disclosed</i>  | Visual document such as posters, brochure, FAQ document.  | AYGM PIU<br>Contractor | Repeated whenever documents are updated | Throughout project duration       |
| Updating project documents on website                | <b>% of updated project documents published on official website</b><br><i>100% of revised project documents uploaded timely</i>  | Official website of AYGM and/or Contractor  | AYGM PIU<br>Contractor | Repeated whenever documents are updated | Throughout project duration       |
| Annual meetings with local governmental institutions | <b>Number of annual meetings with local governmental institutions</b><br><i>Organizing at least two meetings annually with the participation of local authorities.</i>   | One meeting for Istanbul European Side / one meeting for Istanbul Asian Side / one meeting for the Kocaeli region<br>Consultation log<br>MoM<br>Photograph<br>Submitted project information documents<br>Attendance list<br>Grievance logbook | AYGM PIU<br>Contractor | Annually                                | Land preparation and consultation |
| Annual meetings with NGOs & CSOs and media           | <b>Number of annual meetings with NGOs&amp;CSOs and media</b><br><i>At least two annual meetings with NGOs&amp;CSOs and local media outlets that continue to show interest in the project.</i>   | One meeting for Istanbul European Side / one meeting for Istanbul Asian Side / one meeting for the Kocaeli region<br>Consultation log<br>MoM<br>Photograph  | AYGM PIU<br>Contractor | Annually                                | Land preparation and consultation |

**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 45

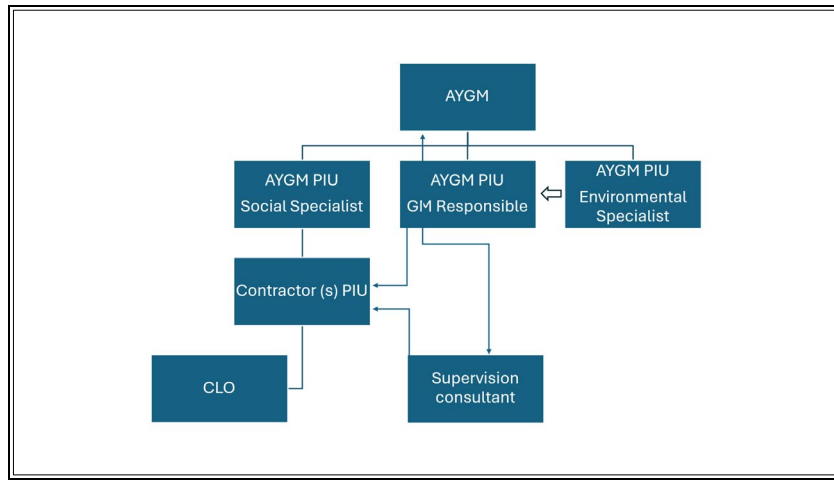
| Activity                         | Key Performance Indicator<br><i>Target / Threshold</i>  | Method of measurement   | Responsibility         | Frequency | Project phase                     |
|----------------------------------|---|---|------------------------|-----------|-----------------------------------|
|                                  |   | Submitted project information documents<br>Attendance list<br>Grievance logbook   |                        |           |                                   |
| Quarterly meetings with mukhtars | <b>Number of quarterly meetings with mukhtars</b><br><i>The CLO holds meetings with the mukhtar of each settlement identified around the Aol every three months</i> | Consultation log<br>MoM<br>Photograph<br>Leaving printed copies of project documents at the mukhtar's office or common area<br>Submitted project information documents<br>Grievance logbook | AYGM PIU<br>Contractor | Quarterly | Land preparation and consultation |

## 6 RESOURCES AND RESPONSIBILITIES FOR IMPLEMENTING STAKEHOLDER ENGAGEMENT ACTIVITIES

### 6.1 Implementation Arrangements

The Project is being prepared under the World Bank’s Environment and Social Framework (ESF). Per Environmental and Social Standard ESS10 on Stakeholder Engagement and Information Disclosure, AYGM and / or Contractor(s) should provide stakeholders with timely, relevant, understandable, and accessible information, and consult with them in a culturally appropriate manner, which is free of manipulation, interference, coercion, discrimination, or intimidation.

All the responsible parts assigned to the management of SEP implementation have been described via Table 6-1. The illustrative presentation of them is given in Figure 6-1.



**Figure 6-1 SEP implementation arrangements**

### 6.2 Timeframe

The SEP is prepared to cover the entire project lifecycle and is updated and implemented during both the construction and operation phases. The timeframe is detailed according to the type of planned activities and the project phase; therefore, it should be flexible and adaptable to needs.

### 6.3 Roles and Responsibilities

The entity overseeing the project will disseminate information regarding the project to all entities and impacted stakeholders at key stages of the project (such as prior to land entry & land preparation), with particular emphasis on affected communities, residents, nearby establishments, and local government bodies. The project owner will actively engage in collaborating with these parties to identify crucial aspects of the project. The roles associated with the outlined administrative main responsibilities and their corresponding stakeholders are succinctly presented in Table 6-1 during stakeholder participation engagement activities.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 47 |

**Table 6-1 Roles and responsibilities**

| Responsible Party                             | Responsibility   | Content  |
|---|--|--|
| AYGM Management                               | Integrating all stakeholder engagement activities into the broader management systems. | <ul style="list-style-type: none"> <li>Establishing an internal communication system to update senior management and staff, overseeing the AYGM PIU for effective grievance mechanism implementation, coordinating with relevant parties, and conducting consultations on specific SEP.</li> </ul>   |
| AYGM PIU Social Specialists                   | Ensuring clear understanding of stakeholder engagement by PIU and other stakeholders.  | <ul style="list-style-type: none"> <li>Leading engagement activities with identified stakeholders, organizing Public Consultation Meetings and disclosure events, supporting the PIU staff in stakeholder interactions.</li> <li>Coordinating communication with the WB regarding SEP implementation.</li> <li>Regularly updating the SEP.</li> <li>Sharing information with local communities and representatives.</li> <li>Consulting with and engaging vulnerable groups in the vicinity.</li> <li>Managing and coordinating the resolution of project grievances.</li> <li>The Social Specialist reviews the reports on GM received from the AYGM PIU GM responsible person and provides feedback to the AYGM PIU GM responsible regarding the actions to be taken.</li> <li>The monitoring of SEP activities, the Grievance Mechanism, and overall project progress will be considered a shared responsibility between the Environmental and Social Specialists.</li> </ul> |
| AYGM PIU Grievance Mechanism (GM) Responsible | The role involves serving as the primary contact for GM in the MoTI PIU.               | <ul style="list-style-type: none"> <li>Documenting and tracking grievances related to the project. Managing and coordinating the resolution of these grievances.</li> <li>Reviewing records to identify significant non-compliance issues or recurring problems related to stakeholder engagement and other project activities.</li> <li>Coordinating and monitoring GM at the contractor level.</li> <li>Consolidating project-related grievances from various GM levels.</li> <li>Informing the PIU and management about the resolution process.</li> <li>Preparing comprehensive GM reports for the project.</li> <li>The AYGM PIU GM responsible reports to the Social Specialist on GM and awaits feedback from the Social Specialist regarding the relevant actions to be taken.</li> </ul>  |
| AYGM PIU Environmental Specialist             | To provide consolidated environmental reports  | <ul style="list-style-type: none"> <li>Implementing environmental monitoring.</li> <li>Focusing on reporting to AYGM management.</li> <li>Verifying whether the environmental issues outlined in relevant documents are effectively implemented throughout the project's life.</li> <li>Managing and coordinating the resolution of project's environmental and biodiversity-related grievances.</li> </ul>  |
| Contractor(s)' and Subcontractor(s)' PIU      | Informing the PIU of any issues related to their engagement with stakeholders.         | <ul style="list-style-type: none"> <li>Informing the PIU Social Specialist of any issues, risks, or sensitive concerns related to their engagement with stakeholders.</li> <li>Keeping communities informed about any environmental monitoring activities such as noise, vibration, water quality monitoring, etc.</li> <li>Ensuring transparency and awareness regarding the environmental and social impacts of construction through regular field-level disclosures.</li> <li>Developing and implementing a GM specifically for the workforce, including subcontractors, to ensure a fair and confidential reporting process.</li> </ul>  |

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**Istanbul North Rail Crossing Project (INRAIL)**  
**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 48

| Responsible Party              | Responsibility  | Content  |
|--------------------------------|---|--|
|                                |   | <ul style="list-style-type: none"> <li>Addressing and resolving any concerns or grievances that may arise among the workforce or from the local community regarding site activities.</li> <li>Establishing and operationalizing the local grievance channels before the commencement of work to align with the requirements of the GM.</li> <li>Maintaining a local stakeholder engagement log and grievance log to be reported to the PIU on a monthly basis.</li> </ul>        |
| Supervision Consultant(s)' PIU | Supervise and ensure that the SEP is implemented correctly. | <ul style="list-style-type: none"> <li>Preparing and submitting regular environmental and social monitoring reports to the DGII.</li> <li>Supporting stakeholder engagement activities and ensuring contractor(s) address community concerns.</li> <li>Monitoring the implementation of the Grievance Mechanism and ensuring complaints are resolved promptly.</li> <li>Facilitating communication between the DGII, contractor, communities, and other stakeholders.</li> </ul> |

#### 6.4 Estimated budget

The expenditures related to the implementation of the SEP will be financed through the budget allocated by the AYGM PIU. The responsibilities associated with SEP implementation, as well as the necessary financial resources for these activities, will be covered under the AYGM PIU's dedicated budget. At this stage, as the SEP is being prepared, it is not possible to provide a definitive budget estimate (see Table 6-2). Following the signing of the project loan agreements with the financing institutions, the budget to be allocated to the AYGM PIU will be determined. A portion of this budget will be earmarked specifically for SEP-related activities. Furthermore, once the Design-Build Contractor(s) are selected, the SEP—being a living document—will be updated accordingly. At that stage, a detailed and finalized budget table for SEP implementation will be prepared and included in the revised version of the document.

**Table 6-2 Indicative budget table**

| Budget Categories                   | Estimated Total Cost (EURO) | Remarks / Resource  |
|-------------------------------------|-----------------------------|---|
| Staff salaries and related expenses | 180,000                     | Project Budget  |
| Equipment                           | 15,000                      | Project Budget  |
| Consultation Meetings               | 100,000                     | Project Budget<br>Includes costs such as location hiring, technical services, catering etc. |
| Site visits                         | 20,000                      | Project Budget<br>Includes travel costs   |
| Other contingency expenses          | 5,000                       | Project Budget  |
| <b>TOTAL:</b>                       | 240,000                     |   |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 49 |

## 7 GRIEVANCE MECHANISM

### 7.1 Grievance process

The project-specific grievance mechanism is established to promptly receive, and address complaints and concerns expressed by all stakeholders. Given the linear nature and complexity of the Project, the GM is organized into a decentralized structure to ensure local accessibility and efficient management across multiple construction sites.

For projects funded by the World Bank, the whole project organization will be informed about the guide prepared by the World Bank regarding the prevention of Sexual Exploitation and Abuse (SEA), Sexual Harassment (SH), and Gender-Based Violence (GBV). Complaints related to GBV and SEA may lead to a culture of silence due to societal stigma. To counter this, stakeholders should be aware of the option to anonymously report such project-related complaints concerning these issues.

Grievance Mechanism (GM) will also serve as a key tool for collecting stakeholder feedback. Responses to stakeholders who submit grievances or inquiries through the GM will be provided via the same mechanism. The complainant will be directly informed regarding the resolution of the grievance. Other stakeholders will be informed about the functionality of the Grievance Mechanism through regular updates and the dissemination of GM analyses on the project website, posters, and other information materials.

In addition to direct responses to individual complainants, periodic summary information on the number, type, and resolution status of grievances – as well as key outcomes from stakeholder consultations – will be made publicly available. These updates will be shared on the project website, through posters and information boards at local project offices, and during periodic community meetings. Similarly, feedback obtained from consultations will be shared on project websites, other communication platforms, and at local project offices.

The grievance mechanism will be structured to accommodate the submission and resolution of anonymous complaints. Submitting a grievance will not necessitate personal information or physical presence; however, stakeholders have the option to include personal details if they choose to do so. All stakeholders will have the option to raise their complaints or concerns anonymously and to keep their identity, the substance of the complaint, or the fact that there is a complaint confidential from contractors or others. This especially provides confidence to vulnerable individuals that they will not encounter any obstacles when expressing concerns. All grievances when received are logged into a GM database to facilitate tracking and monitoring.

Grievances can be submitted through multiple accessible channels including physical grievance boxes at construction sites and PR offices of the Contractor(s), a dedicated email address, SMS/WhatsApp line managed by AYGM PIU. A leaflet with submission details and contact information will be distributed to all project-affected settlement via mukhtarship offices, and/ or local governmental institutions such as municipalities. Also, banners will be created with information on the GM to be installed in worksites; information about GM will be included in the project communications materials and consultation meetings.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 50 |

The prompt reception of complaints is linked to the openness and accessibility of complaint channels. Complaints must be documented by the mechanism within 2 days, and the resolution process should be promptly initiated.

All grievances, whether received via contractor-level personnel or through channels managed directly by the AYGM, are recorded in a centralized grievance log. For site-level complaints, the responsible Social Specialist and/or CLO manages the entry; grievances received through AYGM's direct channels are documented by the PIU and synchronized with the project records. This consolidated log is reviewed weekly by the Contractor and monthly by the AYGM PIU to ensure resolution. Each grievance record will include date received, type of grievance, complainant, status, responsible entity, and outcome. Also, grievances for land acquisition will be managed by designated land acquisition experts from the related departments within the AYGM to ensure they are handled with the necessary technical and legal expertise.

The AYGM PIU GM responsible reports to the Social Specialist on GM and awaits feedback from the Social Specialist regarding the relevant actions to be taken. The Social Specialist of AYGM PIU reviews the reports on GM received from the AYGM PIU GM responsible person and provides feedback to the AYGM PIU GM responsible regarding the actions to be taken.

Following through investigations, if resolving the issue falls under the responsibility of another unit, the complaint must be forwarded to the relevant unit within a maximum of 10 days. If grievance is not related to the project, then the complainant should be guided to address grievances to other entities.

At the conclusion of the 30-day period allocated for resolving the complaint, the decision or outcome must be communicated to the complainant formally in writing. The date of this feedback will be documented in the GM as the official closing date of the complaint. Actions taken to resolve the closed complaint should be monitored.

If a complainant is not satisfied with the proposed solution, they may request an appeal, which will trigger a second-level review either by the PIU or the Grievance Redress Committee (GRC), depending on the nature of the complaint. Appeal decisions must be made within 20 days from the submission. Further appeal options include access to administrative or judicial recourse mechanisms

The remedies and corrective actions proposed need to meet the satisfaction of the Complainant. It is essential that all parties involved reach an agreement on corrective actions during the resolution process. In scenarios where a satisfactory solution cannot be reached, a meeting should be arranged with the complainant and a consultation session conducted. However, it should be understood by all parties involved that complainants who are not content with the resolution can seek legal recourse.

Should the complainant feel that the grievance has not been satisfactorily addressed by the AYGM PIU and contractor, they may request the matter to be escalated to the next level. A Grievance Redress Committee (GRC) will be established, comprising local representatives and relevant institutional representatives. Independent experts will be selected from local universities, institutes, or non-governmental organizations. The GRC will be activated if a resolution cannot be reached at the initial level.

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|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 51 |

AYGM currently operates an internal grievance mechanism in accordance with Article 21 of Law No. 657 (Civil Servants Law), which enables civil servants to file complaints and seek legal recourse regarding workplace issues. Applications and complaints must be submitted in writing and follow the administrative hierarchy. They are to be addressed within 30 days, and complainants are protected from penalties for exercising this right. In alignment with the requirements of the World Bank's ESS2, and to ensure that all project workers—including contracted and subcontracted workers—are adequately protected, each contractor participating in the project is required to establish a Workers' GM prior to mobilization. This mechanism must operate throughout project implementation and comply with minimum standards such as accessibility, confidentiality, traceability, and anonymity.

The implementations described in line with the requirements related to project workforce has been given within project specific Labor Management Procedure.

In accordance with ESS2 and ESS10, both the Project GM and the Project WGM include a dedicated and confidential mechanism to receive, manage, and resolve complaints related to SEA/SH. This mechanism is aligned with survivor-centered principles and accessible to all project workers (excluding civil servants) mechanism to receive, manage, and resolve complaints related to SEA/SH. This mechanism is aligned with survivor-centered principles and accessible to all project workers (excluding civil servants).

All workers will be informed about their rights and the grievance channels during induction training, including specific procedures for SEA/SH cases as outlined in the Code of Conduct (Annex-2 of LMP).

Workers may report SEA/SH grievances through social expert, deputy director or director of PIU (especially in case the social expert is the alleged perpetrator), and a web site form which allows anonymity, including options to direct the grievance (social expert, deputy director or director of PIU).

SEA/SH-related complaints will be managed based on the following survivor-centric principles:

- Confidentiality will be strictly upheld; details will only be shared on a need-to-know basis.
- Non-retaliation will be guaranteed; workers who file SEA/SH grievances will be protected from any form of reprisal.
- Informed consent will be obtained before any referral or further action is taken.
- Respect and dignity will be maintained throughout the process.

A comprehensive SEA/SH Action Plan is currently under preparation, which will include a detailed mapping of local service providers and defined referral pathways. In accordance with the procedures established in this plan, once a SEA/SH grievance is received:

- The social expert (or deputy director or director) will inform WB's social expert who is responsible from INRAIL within 24 hours.
- If urgent support is needed, the survivor will be immediately referred to the Ministry of Family and Social Services call center (ALO 183).
- The survivor will be informed of available options and decide whether to proceed with a formal investigation or resolution.

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|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 52 |

- An investigation plan will be prepared under the guidance of WB's social expert.

To ensure effective implementation

- All PIU, Construction Supervision Consultant (CSC) and contractor staff with grievance responsibilities will be informed that they should notify the social expert, deputy director or director of PIU as soon as they received any SEA/SH grievance without further investigation and maintaining full confidentiality (without informing anyone)
- SEA/SH training will be provided to all workers under induction training underlining the examples of cases and the existing of SEA/SH grievance mechanism and channels to communicate SEA/SH grievances.
- Refresher training will be held annually, and tailored sessions will be provided for newly hired staff.

All project workers will be informed about the GM upon recruitment, with clear explanations provided in employment contracts. Contractors must ensure that both their workers and those of subcontractors are aware of and able to use the GM. Grievances can be submitted through various channels (e.g., grievance boxes, email, or written petitions) and may be submitted anonymously. All complaints will be logged, investigated within two weeks, and the complainant (if contact details are available) will receive timely updates, starting with confirmation of receipt within two working days. Contractors are responsible for maintaining written records and a digital log of all grievances, which will be shared monthly with the PIU's Social Development Specialist under the INRAIL PIU. The PIU will maintain a centralized grievance database for monitoring, analysis, and reporting purposes. Existing contractor mechanisms may be used if they meet these requirements and if project-related records are maintained separately.

The visual representation of the GM flowchart also given by Figure 7-1.

# Istanbul North Rail Crossing Project (INRAIL)

## Stakeholder Engagement Plan

Final

Date: February 2026

Page: 53

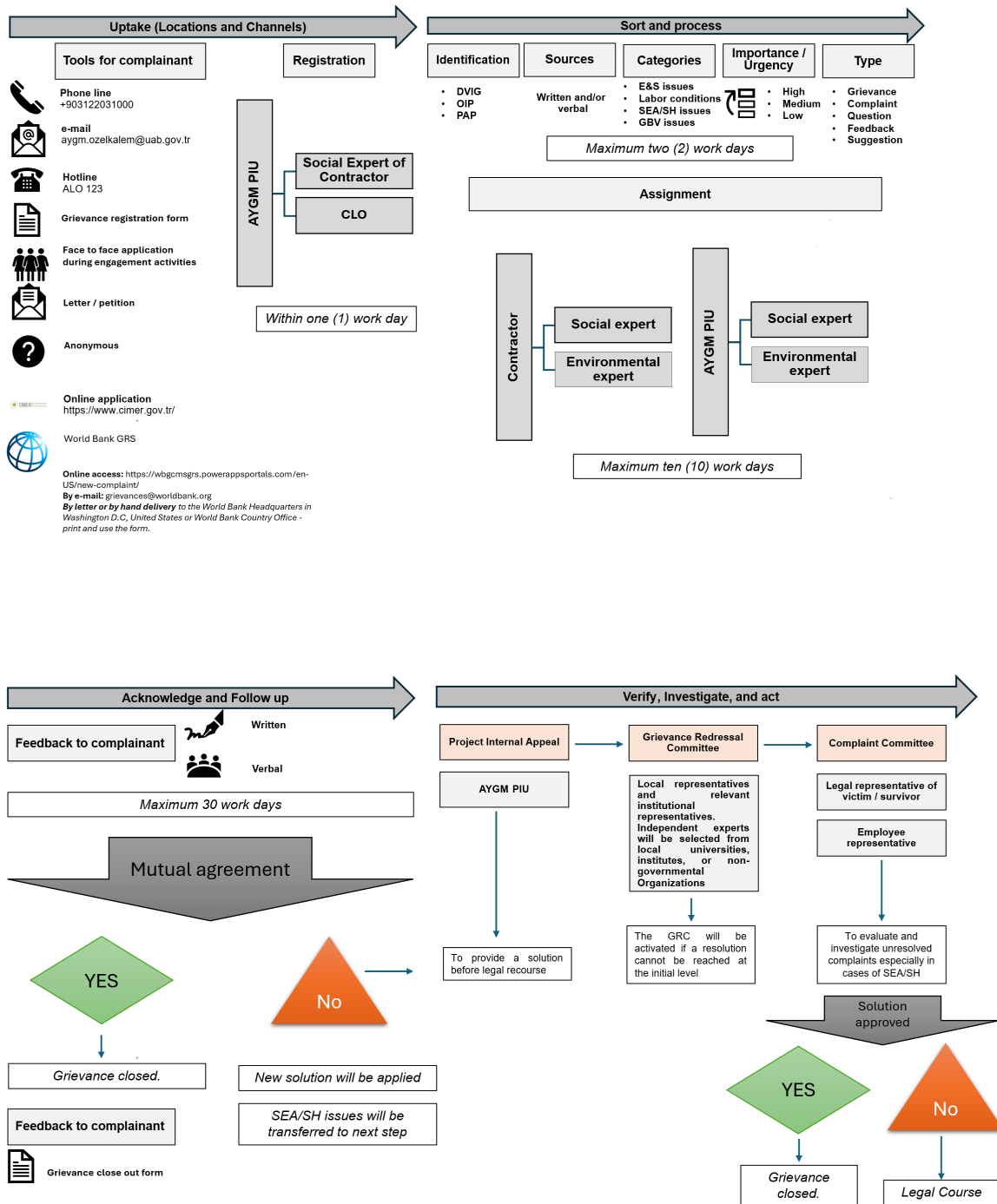


Figure 7-1 GM Flowchart

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|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 54 |

## 7.2 GM contact information

The primary responsibility of AYGM PIU is to record and monitor complaints. In addition to the AYGM PIU, contractor(s) will also be present on-site, following the guidelines in the SEP. Their duties include the recording and management of complaints. These designated personnel will adhere to the Grievance Mechanism to document and address all complaints from stakeholders, overseeing the specified mitigation measures. To enhance stakeholder awareness and facilitate transparent complaint submissions, project contact information will be disseminated via information meetings, project brochures, and the project website. Various official channels are available for stakeholders to voice their complaints;

- Phone Line: 03122031000 / 3059
- E-Mail:  
İbrahim Görkem GÖKMEN - [igorkem.gokmen@uab.gov.tr](mailto:igorkem.gokmen@uab.gov.tr)  
Hazal BABUR - [hazal.babur@uab.gov.tr](mailto:hazal.babur@uab.gov.tr)
- Online Application: PAPs can fill in a complaint registration form online  
<https://www.cimer.gov.tr/>
- Public relation offices of the contractor
- Community Liaison Officer of the contractor
- Project specific website: [İstanbul Kuzey Demiryolu Geçişi Projesi - Altyapı Yatırımları Genel Müdürlüğü](#)

A full list of grievance submission options, including physical channels available at local work sites, will be finalized and communicated once the contractor and consultant are mobilized on site. In the meantime, stakeholders may also submit complaints through existing official channels such as CİMER, YİMER, and the World Bank's grievance redress mechanisms.

The listed communication channels will be incorporated into the GM. These channels will also be communicated to stakeholders in any public consultation meetings where GM is discussed.

### Presidency's Communication Center (CİMER)

CİMER serves as a platform for citizens to report various issues, lodge complaints, and make requests. CİMER has been actively utilized by citizens since its inception. This system operates through dedicated software and a web page developed by the Presidential Department of Communications, facilitating communication between citizens and the government, allowing applications to be submitted at any time and from anywhere.

In addition to its general use, the CİMER system will also be employed at the Project level to receive and address complaints from individuals affected by the Project or other concerned parties. As per the Right to Information Act, every individual has the right to access information, following the procedures and principles outlined in written regulations. This can be done by submitting a written request through the Right to Petition or online at <https://www.icisleri.gov.tr/bilgi-edinme>. Grievances submitted via CİMER are first received by the AYGM's related department, which serves as the primary coordination point for all citizen complaints. Within this official flow, Project-related grievances are identified and routed to the AYGM PIU for integration into its central GM system. The PIU ensures that these complaints are managed in strict adherence to SEP requirements, coordinating with the relevant technical departments and the Contractor for necessary actions. While the PIU oversees the resolution process to ensure compliance with Project standards, the official response is closed through the

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|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 55 |

CIMER portal by the AYGM coordination office, ensuring both administrative and Project-level accountability.

### Foreigners Communication Center (YİMER)

The Republic of Türkiye Ministry of Interior, under the Presidency of Migration Management, is committed to providing accurate, rapid, and reliable information in accordance with the law 24/7 through YİMER 157 and other service channels for those seeking assistance. YİMER 157 provides continuous assistance to foreigners 24/7, 7 days a week, helping them with questions related to visas, residence permits, international protection, temporary protection, and more. It plays a crucial role in identifying victims of human trafficking and conducting rescue operations for those affected by migrant smuggling at sea. YİMER 157 serves as a lifeline for foreigners, aiming to be their primary source for information and assistance, accessible both within Türkiye and abroad.

### World Bank Grievance Redress Service

The World Bank is an additional significant project stakeholder with its own established mechanisms for addressing complaints. To provide stakeholders with alternative channels for accessing this institution's complaint resolution processes, the following contact details can also serve as an additional avenue for submitting complaints.

- Online access: <https://wbgcmsgsr.powerappsportals.com/en-US/new-complaint/>
- By e-mail: [grievances@worldbank.org](mailto:grievances@worldbank.org)
- By letter or by hand delivery to the World Bank Headquarters in Washington D.C, United States or World Bank Country Office -print and use the form.

## 7.3 GM Training

To ensure the effective, consistent, and survivor-centered implementation of the GM, a structured and recurring training program will be carried out throughout the project lifecycle. Given the complexity of the GM (with multiple actors (AYGM PIU, Contractors, CSC, CLOs, Social Specialists), multiple channels (grievance boxes, email, SMS/WhatsApp), and distinct procedures for SEA/SH) the training program is designed to ensure alignment of practices, accurate record-keeping, and timely grievance resolution.

**Table 3 GM Training Indicative Program**

| Training Item      | Specific Training Topics  | Responsible Party  | Target Group  | Frequency / Period   |
|--------------------|---|--|---|--|
| <b>GM Training</b> | Purpose and scope of GM; types of grievances; intake channels (grievance boxes, email, SMS/WhatsApp); anonymity and confidentiality; timeline procedures for logging, referral, resolution and appeal; documentation standards; communication | Contractor (delivery) with oversight by AYGM PIU Social Specialist | All project personnel; Contractor & subcontractor staff; CLOs; GM focal points; PIU staff | Before construction commencement; quarterly refreshers; onboarding for new staff |

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**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 56

|   |   |  |  |  |
|---|---|--|--|--|
|   | back to complainant; publication of GM summaries; use of grievance database; roles and responsibilities.  |  |  |  |
| <b>SEA/SH Survivor-Centered Response Training</b> | SEA/SH definitions and examples; grievance process including: Do-not-investigate rule; confidential handling of disclosures; non-retaliation; use of anonymous channels; SEA/SH-specific GM pathways; referral procedures; notification to WB; survivor consent principles; safety and dignity; how workers can report. | AYGM PIU Social Specialist, Contractor SEA/SH focal points | All project workers (excluding civil servants), GM focal points, CLOs, supervisors | During induction; annual refresher; additional sessions following incidents or updates |
| <b>GM Data Management and Reporting</b>           | Grievance database use including: Confidentiality and restricted access; categorization of grievances; preparation of monthly GM reports  | Contractor Social Staff; AYGM PIU Social Specialist        | GM focal points; Contractor E&S team; PIU and CSC personnel                        | Monthly for responsible staff; onboarding for new GM personnel                         |
| <b>Community-Facing GM Orientation</b>            | Explanation of GM channels and anonymity; distribution of leaflets; informing about rights, timelines, and feedback process; dissemination of GM summaries via website, posters, boards; public consultation feedback mechanisms  | Contractor (field-level delivery), CLOs, AYGM PIU          | Local communities, mukhtarships, affected settlements                              | At project start; semi-annually; before major construction phases                      |
| <b>GRC (Grievance Redress Committee) Training</b> | Roles and responsibilities of GRC members; review of escalated grievances; decision-making timelines; documentation and communication of decisions; coordination with PIU; SEA/SH-sensitive grievance escalation  | AYGM PIU Social Specialist; CSC supports                   | GRC members; PIU staff; relevant local representatives                             | Upon GRC formation; refresher every 12 months or after procedural changes              |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 57 |

## 8 MONITORING AND REPORTING

### 8.1 Monitoring reports in the course of the project

A systematic monitoring process will be established for the SEP and Grievance Mechanism (GM) on behalf of AYGM. The monitoring of the SEP and GM will primarily focus on delivery of the SEP engagements, their level and inclusivity of the engagement with stakeholders and responsiveness to feedback. The monitoring of the GM will focus on the number and nature of grievances, and whether they receive a timely and adequate resolution. This standard monitoring may be supplemented by surveys to assess the popular conception of the project and its outreach to the public.

This approach also involves the methodical collection of feedback from a diverse range of sources, including communities, local governmental bodies, other corporate entities, NGOs, CSOs, the media, academic institutions, and other interest groups. The effectiveness of this process will be ensured through purposeful consultations and the use of the Grievance Mechanism. A comprehensive report summarizing all stakeholder engagement activities, including grievance tracking, will be compiled and presented to the relevant regulatory agency.

### 8.2 Involvement of stakeholders in monitoring activities

Table 5-2 has been crafted to outline the key performance indicators (KPIs) and designates the responsible parties tasked with overseeing this endeavor.

Table 5-2 entails comprehensive recording and analysis of all written and verbal feedback, including anonymous complaints, alongside documentation of open and closed complaint numbers, actions taken for closed complaints, and efforts to reduce open complaints. Additionally, it involves recording minutes of meetings, capturing photographs if permissions are granted, maintaining grievance logs, reviewing documentation, and evaluating social compliance conditions of project implementations. Stakeholders will be invited to provide input during monitoring meetings, review preliminary findings, and contribute observations to ensure the accuracy of social compliance assessments. Documentation includes open and closed complaint records, actions taken for closed complaints, and efforts to reduce open complaints.

In line with Table 5-2 Community Liaison Officers (CLOs) on the contractor side, including female CLOs, will facilitate stakeholder participation by organizing consultation sessions, collecting feedback from local communities, and ensuring it is incorporated into monitoring reports.

Table 5-2 focuses on the meticulous recording of all written and verbal feedback, including anonymous complaints. Stakeholders may attend selected review sessions, providing verification and additional perspectives on grievance handling and social impact mitigation measures.

Table 5-2 covers monitoring of contractor activities engaged in grievance management will include opportunities for stakeholders to observe and provide feedback on the implementation of corrective actions.

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 58 |

## APPENDICES

## Appendix-1: Minutes of Meeting\_English

### The Interviews - 1st Phase of the Social Research

| Stakeholder identification | Stakeholder                   | Date (dd.mm.yyyy) | Location         | Duty / Profession                  | Term of Duty | Gender | Age           | Conveyed opinions  | Type of interview                     |
|----------------------------|-------------------------------|-------------------|------------------|------------------------------------|--------------|--------|---------------|--|---------------------------------------|
| OIP Local government body  | Çayırova Municipality         | 12.05.2025        | Kocaeli/Çayırova | Mayor                              | 3 Years      | Male   | Not available | <ul style="list-style-type: none"> <li>They have no information about the project.</li> <li>This area is centrally located in terms of transportation. It is the logistics hub of the Marmara region. It would be quite beneficial in terms of reducing transportation costs and increasing speed.</li> <li>Since this is a logistics hub, using the more cost-effective railway would be advantageous in every aspect. Traffic and air pollution would be reduced.</li> <li>Passenger transport activities can also be considered.</li> <li>New construction should not be allowed in this area. The population density is already high.</li> <li>The Istanbul Metropolitan Municipality and Kocaeli wholesale fruit and vegetable markets are located nearby and can be integrated with this.</li> <li>There would be no adverse impact.</li> <li>The institution has no activities in the project area. There is a state hospital project that could be considered nearby, but it is 2 km away. There would be no overlap.</li> <li>Organized Industrial Zones (such as TOSB, GOSB) and the Gebze Chamber of Commerce should be consulted.</li> <li>There is no agriculture or livestock farming in Çayırova. It exists in the rural areas of Gebze.</li> <li>Since there are no agricultural or livestock activities in our region, I do not think there will be any impact.</li> </ul>                              | Field visit<br>Face to face interview |
| OIP Local government body  | Çayırova District Governorate | 12.05.2025        | Kocaeli/Çayırova | District Governor                  | 3 Years      | Male   | Not available | <ul style="list-style-type: none"> <li>They have no information about the project.</li> <li>The project would have many positive impacts. The Gebze Region is Türkiye's production hub. There are 9 Organized Industrial Zones (OIZs) in Çayırova alone. It can be considered Türkiye's logistics center. Truck transportation is challenging and costly in terms of traffic. Railway transportation would reduce both cost and traffic. In terms of air transportation, connecting the two airports would also be very beneficial. Currently, access to the airports is provided via HAVAŞ. This line, along with the OIZ-Gebze-Darica route, would reduce the need for minibus transport. Accordingly, traffic and air pollution would decrease.</li> <li>There should be a station in Çayırova.</li> <li>It would not have any adverse effects.</li> <li>The main issue in the region is traffic. It will reduce the circulation of heavy vehicles within the city and ease traffic. Traffic has significantly increased over the past three years. This project is necessary for the region. Passenger transportation should also be activated.</li> <li>The institution has no activities in the project area.</li> <li>The municipality should be consulted.</li> <li>Çayırova is geographically small. All land is zoned for development, and therefore there is no agriculture. The land is valuable.</li> </ul> | Field visit<br>Face to face interview |
| OIP Local government body  | Çayırova District Governorate | 12.05.2025        | Kocaeli/Çayırova | Director of Administrative Affairs | 3 Years      | Male   | Not available | <ul style="list-style-type: none"> <li>They have no information about the project. They are curious about when and how the information will be provided.</li> <li>The most suitable method for providing information about the project could be an institutional meeting.</li> <li>The project will definitely be beneficial.</li> <li>This is an industrial area. There are large logistics companies in Çayırova. It offers a significant advantage in terms of traffic.</li> <li>To enhance the positive impacts of the project, traffic and station arrangements must be made to direct transportation to the railway line. Economic conditions should be improved, and transportation should be safe. It should be low-cost and secure.</li> <li>There would be no negative impact. Possibly, there may be impacts related to expropriation along the route.</li> </ul>   | Field visit<br>Face to face interview |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 60 |

|   |  |            |                  |                    |          |        |               |   |                                       |
|---|--|------------|------------------|--------------------|----------|--------|---------------|---|---------------------------------------|
|   |  |            |                  |                    |          |        |               | <ul style="list-style-type: none"> <li>A connection should be established with the Gebze Organized Industrial Zone. Stations should be built, and if these are integrated, the outcome would be much better.</li> <li>The main issue in the region is traffic. It will reduce the circulation of heavy vehicles in the city and ease traffic congestion.</li> <li>It should be integrated with Gebze OIZ, TAYSAD OIZ, and Marmara Recycling Industrial Zone.</li> <li>Project implementers should prioritize safety and avoid causing grievances, especially related to expropriation.</li> <li>The institution has no activities in the project area.</li> <li>The municipality should be consulted.</li> <li>Çayırova is a district separated from Gebze. It has not incorporated rural villages. It is mainly an industrial zone with a population of 157,000.</li> </ul>  |                                       |
| OIP Local government body                   | Çayırova District Directorate of Agriculture and Forestry        | 12.05.2025 | Kocaeli/Çayırova | Director / Manager | 12 Years | Female | Not available | <ul style="list-style-type: none"> <li>They have no information about the project.</li> <li>The most appropriate method for providing information about the project could be an official letter.</li> <li>If a station is built in Çayırova, the local people would use it. It would be beneficial and preferred for traveling to Istanbul. Currently, those who want to go to Istanbul Airport must first go to Sabiha Gökçen Airport and then transfer to Istanbul Airport. It is believed that the project would significantly contribute to the industry. It could provide operational space for food businesses. Large-scale food companies could greatly benefit from transportation improvements.</li> <li>If passengers will be picked up from Çayırova, this would make things easier for people and have a positive impact.</li> <li>If a station is built in a way that local people can easily use it and a direct route to the airport is established, the positive outcomes would increase.</li> <li>They do not expect any negative impact.</li> <li>One of the region's major problems is transportation and traffic. For people without private vehicles, it is very difficult to reach Istanbul, especially the airport. There are many industrial businesses in this area. Goods are transported by trucks, and it is common to see a high number of trucks on the roads. The cargo is transported in a very bulky manner. If the project is planned as discussed, for both passenger and freight transportation, it would be highly beneficial in terms of reducing traffic congestion and improving accessibility for local residents.</li> <li>There are no issues in the region that require special attention during project activities.</li> <li>The institution has no activities in the project area.</li> <li>There is no active agriculture or livestock farming in the area.</li> </ul> | Field visit<br>Face to face interview |
| OIP / Project component-related institution | TCDD İzmit Maintenance Directorate                               | 12.05.2025 | Kocaeli/İzmit    | Maintenance Chief  | 28 Years | Male   | Not available | <ul style="list-style-type: none"> <li>I have some knowledge about the project; I've heard about it in general terms.</li> <li>We are somewhat aware of it during the planning phase.</li> <li>It is significant in terms of intercontinental transit. It is important for freight transportation.</li> <li>Traffic and air pollution will be reduced. As it will be fast, travel distances will effectively shorten. It's a positive development.</li> <li>There would be no negative impact. It's not a project to be objected to.</li> <li>There are no particular sensitivities.</li> <li>The Darıca-Gebze metro line is located in the project area. It is ongoing.</li> <li>I do not know the exact area of impact yet; it's not clear at this stage.</li> <li>Agriculture and livestock are mostly practiced in rural areas. The rate is low. The coastal area is industry-oriented.</li> <li>No negative impact is expected.</li> </ul>   | Field visit<br>Face to face interview |
| OIP Local government body                   | Kocaeli Metropolitan Municipality - Department of Transportation | 12.05.2025 | Kocaeli/İzmit    | Planning Chief     | 12 Years | Male   | Not available | <ul style="list-style-type: none"> <li>They have no information about the project. They are curious about when and how the information will be provided.</li> <li>Impacts can be expected from both positive and negative aspects.</li> <li>Its positive effect would be reducing traffic and making daily life easier.</li> <li>To enhance the project's positive impacts, it must be integrated with other modes of transportation. Additionally, it should not only serve freight transport but also include passenger transport. If it only benefits people working in industrial zones, the general public will not gain from it. It should also connect to Marmaray, and bus services should be provided from the districts.</li> <li>Kocaeli is already a city intertwined with industry. People living here experience disadvantages from this situation (e.g., air pollution, traffic). If</li> </ul>  | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 61 |

|                           |                                 |            |               |                                 |               |        |               |   |                                       |
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|                           |                                 |            |               |                                 |               |        |               | <p>heavy vehicle traffic increases due to this project and the public does not benefit from it, the effect on them will be negative.</p> <ul style="list-style-type: none"> <li>• A station should be built in the Gebze Organized Industrial Zone, and passenger transport must be ensured accordingly.</li> <li>• The main issue in the region is heavy vehicle traffic. Even if the project is implemented for freight transportation, it would at least reduce the circulation of heavy vehicles in the city and ease traffic.</li> <li>• There is nothing (sensitive). The route appears to be far from residential areas.</li> <li>• Integration with other transport lines should be carefully considered.</li> <li>• As Kocaeli Metropolitan Municipality, we are implementing the Darıca-Tuzla Connection Road Project near the mentioned location. There is no overlap, just proximity.</li> <li>• There are ongoing projects in the region such as the "Logistics Village," "High-Speed Train," and "Customs Operations." This project should be integrated with those initiatives, including station connections.</li> <li>• Gebze Technical University, TSE (Turkish Standards Institute), and Gebze OIZ can be consulted.</li> <li>• This region is predominantly industrial. There is very little agriculture or livestock farming.</li> <li>• The project being distant from residential areas is a plus. However, stations and passenger transport are essential. It should benefit the citizens.</li> </ul>   |                                       |
| OIP Local government body | Kocaeli Governorship            | 12.05.2025 | Kocaeli/Izmit | Civil Engineer                  | 11 Years      | Female | Not available | <ul style="list-style-type: none"> <li>• They have no information about the project.</li> <li>• Kocaeli is an industrial region, so the investment makes sense.</li> <li>• It would be economically beneficial.</li> <li>• There would be no negative impact.</li> <li>• There are no particular sensitivities.</li> <li>• There is no project planned on that line.</li> <li>• Port and customs companies can be consulted.</li> <li>• The area is predominantly industrial; there is no agriculture or livestock farming.</li> <li>• There would be no negative impact on agriculture and livestock.</li> </ul>   | Field visit<br>Face to face interview |
| OIP Development Agency    | East Marmara Development Agency | 12.05.2025 | Kocaeli/Izmit | Kocaeli Regional Representative | Not available | Male   | Not available | <ul style="list-style-type: none"> <li>• We only became aware of the project after your appointment request, when we checked the ministry's website and the news.</li> <li>• It would be appropriate to provide information through official letters to institutions and consultation meetings with stakeholders.</li> <li>• There is a strong OIZ (Organized Industrial Zone) infrastructure in Gebze. There is a goal for the western region to become a logistics hub. Rail infrastructure in these areas is weak. If the mentioned project includes connection lines between the OIZs and ports, it would be very beneficial for our region.</li> <li>• Freight from the OIZs would reach the ports faster, more safely, and at lower cost.</li> <li>• Currently, there are many independent projects in the region, but they are all isolated hubs. That's why it's very important for this project to be developed in an intermodal way. These hubs need to be fully interconnected in order to achieve maximum efficiency. Also, it would be very beneficial if the project starts in the Dilovası area, as there are several nearby ports and notable factories there. If the project is designed to integrate with planned OIZs across the country, not just this area, we can achieve maximum national benefit.</li> <li>• Part of the route passes quite far to the north, where there are forests. I'm concerned about potential forest destruction. There are also water resources in that area. These issues must be addressed carefully.</li> <li>• Work should be designed to avoid harming forests as much as possible. Coordination with the Forestry Directorate is essential, and watershed protection plans should be taken into account.</li> <li>• If the concerns I mentioned are taken seriously—particularly the port and OIZ connectivity—the project will succeed. Giving importance to passenger transport would also solve many of our problems. For instance, reaching airports from Kocaeli without a private car is very difficult. There's also traffic caused by incoming workers. Freight is currently transported by trucks, which is cumbersome, costly, and worsens traffic. A railway system with proper</li> </ul> | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 62 |

|                           |                               |            |                 |  |          |        |               |  |                                       |
|---------------------------|-------------------------------|------------|-----------------|--|----------|--------|---------------|--|---------------------------------------|
|                           |                               |            |                 |  |          |        |               | <p>connections and appropriately located passenger stops could significantly reduce these major problems.</p> <ul style="list-style-type: none"> <li>• There was a Gulf Workshop held in the Tepeköy area. There's also a Logistics Village Project, which might be located near the project's route.</li> <li>• Collaboration with such projects should be prioritized.</li> <li>• Forestry directorates, the State Hydraulic Works (DSİ), and planned OIZs should be consulted.</li> <li>• There is no agriculture or livestock farming. It's a fully industrialized area.</li> </ul> <p><a href="https://www.marka.org.tr/wp-content/uploads/2025/01/Bolge-Plani-2024-2028.pdf">https://www.marka.org.tr/wp-content/uploads/2025/01/Bolge-Plani-2024-2028.pdf</a><br/>The regional plan linked above includes our findings and recommendations regarding transportation infrastructure for the TR42 Region and, in particular, the development axis of regional competitiveness (pp. 77–112). To ensure the expected benefits in freight transportation—the primary goal of the proposed railway project—its route should be evaluated by including connections to all planned industrial zones (OIZs) in Kocaeli and to the Köseköy Logistics Center, which plays a significant role in national industrial production.</p>  |                                       |
| OIP State institution     | AFAD Akfırat Service Building | 13.05.2025 | İstanbul/Tuzla  | AFAD Unit Director                                       | 1 Year   | Male   | Not available | <ul style="list-style-type: none"> <li>• They have no information about the project.</li> <li>• They had previously heard rumors regarding passenger transportation.</li> <li>• It would have a positive impact. It would reduce traffic and ease entry/exit to and from Istanbul. It's a long route.</li> <li>• In the event of a disaster, we will use Sabiha Gökçen as a base. It can also be integrated with Istanbul Airport.</li> <li>• No negative impact is expected.</li> <li>• There are no sensitivities; the route passes through a convenient area.</li> <li>• In the event of a disaster in Istanbul, interventions on the Anatolian side will be carried out from our region. For this purpose, we have emergency response stations and a planned container area in the Paşaköy area. The container area is planned to be located along the route. The Emergency Response Station is a partnership with the Red Crescent (Kızılay).</li> <li>• The transportation of materials to the planned container and storage area in the future—especially from the airports—will be beneficial for us.</li> <li>• We recommend that you contact the Provincial Disaster and Emergency Directorate located in the Hasdal Service Building, and that project information should be provided starting from the central authorities.</li> <li>• There is greenhouse farming in the northern villages; in Silivri-Çatalca, there is animal husbandry. However, the area is predominantly industrial.</li> <li>• Many residents of Aydınli Neighborhood work in the Gebze industrial zone. If passenger transportation is included, it would be advantageous. It would be a beneficial investment.</li> </ul> | Field visit<br>Face to face interview |
| OIP Local government body | Tuzla District Governorate    | 13.05.2025 | İstanbul/Tuzla  | Director of Administrative Affairs                       | 16 Years | Female | Not available | <ul style="list-style-type: none"> <li>• They have no information about the project.</li> <li>• It would be very beneficial for Tuzla. There are five Organized Industrial Zones (chemical, marble, etc.). It would have a positive effect in reducing traffic.</li> <li>• No negative impact is expected.</li> <li>• There is no existing activity.</li> <li>• Opinions of OSB representatives should be consulted.</li> <li>• There is no agriculture in the district. There used to be okra fields in the upper areas, but now there are none.</li> <li>• Tuzla region needs this. Passenger transportation should be provided. Tuzla is quite far across, so it might be useful. There are many people commuting frequently between Çayırova, Darıca, Gebze, and Tuzla.</li> </ul>   | Field visit<br>Face to face interview |
| OIP Local government body | Pendik Municipality           | 13.05.2025 | İstanbul/Pendik | Public Works Chief<br>Director of Administrative Affairs | 21 Years | Male   | Not available | <ul style="list-style-type: none"> <li>• We have information about the project.</li> <li>• In previous periods, correspondence was made with the municipality regarding the route.</li> <li>• I think the biggest benefit to Istanbul will be in terms of traffic. It will positively affect heavy vehicle traffic. Traffic will decrease.</li> <li>• It will have a positive impact and reduce traffic. It is a beneficial project for Istanbul, but Pendik will not be much affected.</li> <li>• Passenger transportation should be provided. Studies should be conducted with İBB (Istanbul Metropolitan Municipality) and district municipalities. For example, if bus terminals are relocated to less congested areas along this route, it would greatly help reduce traffic.</li> <li>• There will be no negative impact.</li> </ul>   | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 63 |

|                                    |                                       |            |                     |                          |                  |               |                  |  |  |
|------------------------------------|---------------------------------------|------------|---------------------|--------------------------|------------------|---------------|------------------|--|--|
|                                    |                                       |            |                     |                          |                  |               |                  | <ul style="list-style-type: none"> <li>There is no sensitivity. The line going through northern Istanbul does not enter residential areas much.</li> <li>Not in our institution's area, but there is a planned Turkish-Japanese University project. Infrastructure work is still ongoing.</li> <li>No sensitivities.</li> <li>İBB and İSKİ can be consulted.</li> <li>In the northern villages, there are 2-3 villages of Pendik district where agriculture and livestock are practiced, but the proportion is small. There will be no impact.</li> <li>It will be very beneficial for both freight and passenger transportation. Having a new transportation route is a great advantage in case of an earthquake. The North Marmara axis is important for AFAD. Population is shifting towards Gebze, so it will be beneficial from that perspective as well.</li> </ul>  |  |
| OIP<br>Local<br>government<br>body | Çekmeköy<br>Municipality              | 13.05.2025 | İstanbul/Çekmeköy   | Chief of Public<br>Works | 20 Years         | Male          | Not<br>available | <ul style="list-style-type: none"> <li>Since the construction of the Yavuz Sultan Selim Bridge and the area reserved in the middle of the bridge for a railway are known, we have been aware since the beginning of the bridge construction that a railway would pass here.</li> <li>Positive and important in terms of transportation. The project will be from the north direction. Property values have increased. Development in the north has increased. Therefore, a transportation network is essential.</li> <li>It will not be very beneficial for Çekmeköy. It would be better if a station is added.</li> <li>Expropriations may cause grievances.</li> <li>There are no activities (from the institution) in the area.</li> <li>The project area is actually agricultural land but it is not as actively used as before. If it is opened for zoning (development), it will have an impact.</li> <li>There is a metro demand in the Nişantepe/Emlak Konut area. This could be considered.</li> </ul>  | Field visit<br>Face to face<br>interview |
| OIP<br>Local<br>government<br>body | Sancaktepe<br>Municipality            | 13.05.2025 | İstanbul/Sancaktepe | -                        | Not<br>available | Not available | Not<br>available | <ul style="list-style-type: none"> <li>It is a positive project for the economy and traffic.</li> <li>They are aware of the initial plans but do not know the final form of the project.</li> <li>There will be positive effects. However, since it passes through our northeastern district, which has many green areas, the project should avoid destruction. There should be no environmental damage for the project.</li> </ul>  | Field visit<br>Face to face<br>interview |
| OIP<br>Local<br>government<br>body | Sancaktepe<br>District<br>Governorate | 13.05.2025 | İstanbul/Sancaktepe | Governor                 | 5 months         | Male          | Not<br>available | <ul style="list-style-type: none"> <li>The Northern Railway Project has been officially communicated to us through the relevant authorities, and a general briefing regarding the route and scope of the project has been provided. It is anticipated that the project, which is expected to pass through the boundaries of our Sancaktepe district, is of significant importance for the region.</li> <li>All communications regarding the project process should be conducted through official correspondence. However, the process should be carried out transparently through periodic inter-institutional coordination meetings, stakeholder engagement workshops, and local information sessions. Relevant public institutions, local governments, neighborhood representatives (mukhtars), and civil society organizations should be included in this process.</li> <li>Positive impacts expected from the project include the strengthening of transportation infrastructure, enhancement of logistics capabilities, revitalization of the regional economy, expansion of employment opportunities, and an increase in property and investment value. Additionally, by increasing the freight transport capacity along Istanbul's east-west axis, it will contribute to easing traffic congestion.</li> <li>It is recommended that the Environmental Impact Assessment (EIA) report be prepared through broad consultations, that the views of the local population be taken into account, that environmental and social sensitivities be prioritized in route planning, that expropriation processes be conducted fairly, transparently, and swiftly, and that both temporary and permanent measures be taken to ensure the continuity of agricultural and livestock activities.</li> <li>Potential adverse impacts during the project process may include noise, dust, and environmental pollution, risks to agricultural areas and natural habitats, effects on existing infrastructure, and social unrest in some areas due to expropriation. To minimize these effects, the environmental impact assessment process should be carried out with great care.</li> </ul> | Field visit<br>Face to face<br>interview |

| Istanbul North Rail Crossing Project (INRAIL) |                     |          |
|---|---------------------|----------|
| Stakeholder Engagement Plan                   |                     |          |
| Final   | Date: February 2026 | Page: 64 |

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|   |  |            |                      |                                    |          |        |                | <ul style="list-style-type: none"> <li>Some areas within our district boundaries include environmentally sensitive zones such as forest areas, water basins, and natural protected areas. Moreover, there are densely populated residential neighborhoods in certain areas that require special attention. Therefore, natural and social values should be taken into consideration in project planning.</li> <li>Although Sancaktepe is undergoing urban transformation and development, small-scale agricultural and livestock production activities are still ongoing in the northern parts of the district. Supporting these activities is important for maintaining the ecological balance of the region.</li> </ul>   |                                       |
| OIP Local government body                   | Çekmeköy District governorship                     | 13.05.2025 | İstanbul/Çekmeköy    | Director of Administrative Affairs | 33 years | Female | No information | <ul style="list-style-type: none"> <li>We are partially aware of the project. We have heard about it from the local community.</li> <li>Project information activities should be carried out through official correspondence.</li> <li>From the perspective of the region, it is a belated but a good investment project.</li> <li>Even the slightest disruption on the highway paralyzes traffic. The tunnel project on the Alemdağ side, ongoing for two years, has paralyzed traffic.</li> <li>We believe it will reduce the traffic problem in the region. This will be a positive development. Traffic and related issues will decrease, benefiting people commuting to and from work. It will reduce the number of freight trucks. The roads in this area are also narrow. Since widening the road or creating new roads at entrances and exits is very limited, the railway will be more advantageous.</li> <li>Taking people's opinions into account, ensuring logical integration with other lines, and completing the construction process in the shortest possible time will increase positive impacts.</li> <li>People face significant difficulties in areas where construction sites are located. If construction sites are set up in the wrong place for a long period, they can negatively affect both people and the environment.</li> <li>It seems to pass along the edge of Çekmeköy. If a station is located at a point that people can access more easily and passenger transport is provided, it will facilitate commuting.</li> <li>There is no active agriculture or livestock activity in this area.</li> </ul> | Field visit<br>Face to face interview |
| OIP Local government body                   | Sultanbeyli Municipality and District governorship | 13.05.2025 | İstanbul/Sultanbeyli | District governor and deputy mayor | 4 years  | Males  | No information | <ul style="list-style-type: none"> <li>We are aware of the project. It was stated that information was accessed through correspondence.</li> <li>It was mentioned that the project would not directly affect the district much, but that it passes through Mecidiye Neighborhood, where there are multiple schools.</li> <li>It was emphasized that having the line underground would be safer, especially for students' transportation.</li> <li>It was noted that if the route passes above ground, it would divide property areas, block school routes, and impact the stream flow.</li> <li>Positive impacts include shifting transportation from road to rail, reducing transport costs, and facilitating traffic and airport access.</li> <li>To increase positive impacts, it was suggested that stations should be planned in a way that citizens can benefit from them.</li> <li>To reduce negative impacts, it was stated that the line should be placed underground and access to cemeteries, schools, and hobby-purpose nurseries should not be blocked.</li> <li>It was noted that in the western part of the route, the municipality has an urban transformation project of approximately 25 km<sup>2</sup>, and there are constructions and an active factory in the area.</li> <li>Considering the situations mentioned in the studies, it is thought that there will be no problem from the municipality's perspective.</li> <li>It was stated that there are no active agriculture or livestock activities in the area.</li> </ul>   | Field visit<br>Face to face interview |
| OIP / Project component-related institution | TCDD 1st Regional Directorate                      | 14.05.2025 | İstanbul/Üsküdar     | Regional Director                  | 5 Years  | Male   | Not available  | <ul style="list-style-type: none"> <li>We are aware of the project. As an institution already officially involved, we are working in coordination with the Ministry.</li> <li>We have been informed from the beginning of the process.</li> <li>There will be stations at both Sabiha Gökçen and Istanbul Airport (IGA). In this respect, integration is important. The project will connect to Thrace via Çatalca. It is very important as an alternative route.</li> <li>Access to Halkalı from the north should be ensured. Integration with the Thrace High-Speed Train (YHT) is crucial.</li> </ul>   | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 65 |

|                           |                               |            |                     |                            |           |      |               |   |                                       |
|---------------------------|-------------------------------|------------|---------------------|----------------------------|-----------|------|---------------|---|---------------------------------------|
|                           |                               |            |                     |                            |           |      |               | <ul style="list-style-type: none"> <li>• There would be no negative impact.</li> <li>• As an institution, we are not conducting many projects, but it may intersect with the Gayrettepe–Halkalı metro line and could be integrated.</li> <li>• Meetings should be held with airport authorities, local municipalities, and district governorships.</li> <li>• There is no agriculture in the area, so no negative impact in this regard.</li> <li>• Transportation is essential, and this project will be very beneficial in that respect.</li> </ul>   |                                       |
| OIP State institution     | DSİ 14th Regional Directorate | 14.05.2025 | İstanbul/Üsküdar    | Regional Director          | 12 Years  | Male | Not available | <ul style="list-style-type: none"> <li>• We are not aware of the project.</li> <li>• It will contribute to the country's economy. Logistics companies will benefit from it.</li> <li>• Passenger transportation should be included, and the public should benefit.</li> <li>• There should be no grievances caused by expropriation. If citizens' land is taken, that would be a negative outcome.</li> <li>• Dams are an important issue. There are many dams that could be affected and this must be taken into consideration: <ul style="list-style-type: none"> <li>○ Alibey, Ömerli, and Büyükçekmece Dams</li> <li>○ Osmangazi and Sungurlu Dams</li> <li>○ Kabakoz and Melem Dams</li> </ul> </li> <li>• Specific issues that the project should pay attention to or take additional precautions for: <ul style="list-style-type: none"> <li>Existing Dams: <ul style="list-style-type: none"> <li>○ Ömerli, Büyükçekmece, Alibey Dams</li> <li>○ Dams included in the Construction Investment Program: <ul style="list-style-type: none"> <li>○ Sungurlu, Osmangazi and Pirinççi Dams</li> </ul> </li> <li>Dams at the Project Stage: <ul style="list-style-type: none"> <li>○ Kabakoz ve Hamzalı Dams</li> </ul> </li> <li>Dams at the Planning Stage: <ul style="list-style-type: none"> <li>○ Yenişamlar, Karamandere, Karacaköy, Mandıra and Demirköy Dams</li> </ul> </li> </ul> </li> <li>* For dams, the Watershed Protection Regulations apply—Absolute, Short-, Medium-, and Long-Distance Protection Zones—and any structures planned within these zones must comply.</li> <li>According to AKOM decisions: <ul style="list-style-type: none"> <li>○ Streams discharging into the Sea of Marmara are under ISKI's jurisdiction.</li> <li>○ Streams discharging into the Black Sea or reservoirs are under the responsibility of DSİ.</li> <li>○ Stream crossings and flood spread areas must be designed according to DSİ criteria.</li> <li>○ A project company well-versed in DSİ standards should be integrated into project design from the outset.</li> </ul> </li> <li>• Land ownership along the railway route: <ul style="list-style-type: none"> <li>○ Lands may be registered as either residential lots or agricultural land.</li> <li>○ For conversion to non-agricultural use, DSİ's opinion must be sought.</li> <li>○ The project company must be knowledgeable about DSİ criteria and integrated into the project work.</li> </ul> </li> <li>• For conversion decisions, consultations should be held with: <ul style="list-style-type: none"> <li>○ Provincial Directorate of Agriculture</li> <li>○ Provincial Directorate of Environment, Urbanization and Climate Change for natural conservation areas</li> <li>○ Provincial Directorate of Culture and Tourism and the relevant Conservation Boards for archaeological sites</li> <li>○ ISKI for watershed and water-related matters</li> </ul> </li> </ul> <p>The project must be compatible in terms of safety, economy, and aesthetics.</p> </li></ul> | Field visit<br>Face to face interview |
| OIP Local government body | Arnavutköy Municipality       | 15.05.2025 | İstanbul/Arnavutköy | Planning and Project Chief | 1,5 Years | Male | Not available | <ul style="list-style-type: none"> <li>• We are not aware of the project.</li> <li>• It will have a positive impact on our region, contributing both to transportation and to the industrial zone.</li> <li>• Many people travel from Arnavutköy to Sabiha Gökçen. It takes a long time. For an alternative route, one has to go to Edirnekapı to board. The journey,</li> </ul>  | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 66 |

|                           |                                 |            |                     |                               |               |        |               |   |                                       |
|---------------------------|---------------------------------|------------|---------------------|-------------------------------|---------------|--------|---------------|---|---------------------------------------|
|                           |                                 |            |                     |                               |               |        |               | <p>including the metro transfer from Edirnekapı, takes nearly two hours. Passenger transportation along this route would be beneficial.</p> <ul style="list-style-type: none"> <li>• Implementing passenger transportation would help reduce traffic congestion and thus contribute positively.</li> <li>• Housing may be affected, and the expropriation process could lead to grievances.</li> <li>• Terkos Dam in Arnavutköy and Çatalca districts, and Sazlıbosna Dam in our district, are ecologically valuable water resources and might be affected by the project. Similarly, the TOKI residences fall within the project corridor and are likely to be affected.</li> <li>• It appears that there are existing residences constructed by the Ministry of Environment and Urbanization in the area.</li> <li>• Terkos and Sazlıbosna dams exist. Though they are far from the watershed zones, caution should still be exercised during the construction phase. Tayakadın, a forested and green area near Sabiha Gökçen Airport, may draw public opposition if the railway passes through that area.</li> <li>• It would be beneficial to consult with ISKI, especially for regular monitoring of dams and ponds.</li> <li>• Villagers cultivate the land, but it's limited. There is no private ownership; most users are informal (people living in the area and engaged in agriculture).</li> </ul>  |                                       |
| OIP Local government body | Çatalca Municipality            | 15.05.2025 | İstanbul/Çatalca    | Planning and Project Director | Not available | Female | Not available | <ul style="list-style-type: none"> <li>• We were not aware of the project.</li> <li>• It is a very good thing for the district. It makes sense in terms of transportation.</li> <li>• The route makes sense. However, nature should not be damaged. This district was heavily affected by the Northern Marmara Motorway project—especially in terms of dust, dirt, and pollution.</li> <li>• It should not just pass-through transit. There should be stations and passenger transportation. In that case, a cost-benefit balance can be established.</li> <li>• There are no plans for these areas.</li> <li>• The Thrace Free Zone and ÇASIAD should be consulted. The Provincial Directorate of Agriculture should be consulted.</li> <li>• It is an agricultural area. In the İzzetin and Nakkaş regions, agriculture and livestock activities are ongoing. There are pasturelands.</li> <li>• What will be the capacity of this transportation activity? Will it enter the pasturelands? What will happen to the freight arriving in Çatalca?</li> </ul>   | Field visit<br>Face to face interview |
| OIP Local government body | Eyüpsultan District Governorate | 15.05.2025 | İstanbul/Eyüpsultan | District Governor             | 9 months      | Male   | Not available | <ul style="list-style-type: none"> <li>• I was aware that there is a railway line for passage on the Yavuz Sultan Selim Bridge, but I have no information about the project itself.</li> <li>• The most appropriate method for informing about the project is first to notify all institutions via official correspondence, followed by face-to-face meetings for stakeholder engagement sessions.</li> <li>• As in the construction of Sabiha Gökçen Airport, similar effects will be observed. The project is located in the northern part of our district, near Istanbul Airport, and it is anticipated that five to six villages in this area will be affected. As is known, during the construction of Istanbul Airport, approximately 130,000 decares of land were used in total, with 30,000 decares allocated from within our district borders. Similarly, in this project, the expropriation of certain lands and the rezoning of some agricultural lands may be in question. Accordingly, in the long term, an increase in residential development and population density in the area is expected.</li> <li>• Especially the reduction of traffic congestion, acceleration of intercity access, and strengthening of the connection between Istanbul's two airports will have positive impacts. As agriculture and animal husbandry continue to decline, people have started selling their land, and the introduction of zoning will please local residents. Landowners who do not actively engage in farming may economically benefit by selling their agricultural land.</li> <li>• There are citizens who are not legally owners but are actively using some agricultural lands. These individuals may experience a reduction in their current areas of use. In addition, some lands may be reclassified as 2B (forestry land subject to private ownership) within the scope of the project. On the other hand, the route passing through forest areas may be criticized by environmentally conscious individuals, especially those living outside the city. These impacts will mostly be felt on an individual level.</li> <li>• The negative impacts mentioned are mostly on an individual basis. Naturally, some level of adverse effects can be expected in all large-scale projects. However, considering the long-term contributions such projects will</li> </ul> | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 67 |

|   |                              |            |                     |   |               |      |               |   |                                       |
|---|------------------------------|------------|---------------------|---|---------------|------|---------------|---|---------------------------------------|
|   |                              |            |                     |   |               |      |               | <p>bring to the city, these impacts are inevitable but can be managed more effectively if relevant institutions act with sensitivity to local concerns.</p> <ul style="list-style-type: none"> <li>As in all regions of Istanbul, I believe this project will contribute positively to solving traffic congestion and related problems here as well.</li> <li>Some areas within our district have environmentally sensitive features such as forest areas, water basins, and natural conservation sites. In addition, there are densely populated residential areas in some neighborhoods that require special attention. Therefore, the planning of the project should take into account both natural and social values.</li> <li>It would be beneficial to consult the Chamber of Agriculture and Provincial Directorates of Agriculture to obtain information on areas that may need to be rezoned.</li> <li>Currently, it is known that agriculture and livestock activities are carried out in 4–5 villages, but the number of people involved in these activities is gradually decreasing in each village. Thus, we cannot speak of a significant impact under the project.</li> </ul>  |                                       |
| OIP / Project component-related institution | Istanbul Airport             | 15.05.2025 | İstanbul/Arnavutköy | OHS Chief (Gayrettepe Metro Line Subcontractor) | Not available | Male | Not available | <ul style="list-style-type: none"> <li>He had heard about the project. He believes it offers significant time and cost advantages in terms of logistics. Currently, the port is being used, so integration of the line with this port is important.</li> <li>A potential negative aspect is the possibility of causing expropriation and environmental issues along the route. If there is no connection to the port, the project will not be beneficial.</li> <li>Agriculture and livestock still exist around the Çatalca area. However, aside from this, there is no longer any significant environmental sensitivity in the region. During the construction of the airport, 121 ponds were drained.</li> <li>It is essential to hold meetings with the Istanbul Airport Operating Company and TCDD.</li> <li>The lack of certainty is a negative point. There is no official information or clarity.</li> <li>* A meeting could not be held with the Istanbul Airport authority. The subcontractor representative for the Gayrettepe Metro Line was interviewed.</li> </ul>   | Field visit<br>Face to face interview |
| OIP Local government body                   | Sarıyer District Governorate | 15.05.2025 | İstanbul/Sarıyer    | District Governor                               | Not available | Male | Not available | <ul style="list-style-type: none"> <li>We are not aware of the project. We only knew that a railway line would pass over the Yavuz Sultan Selim Bridge.</li> <li>I cannot say how beneficial it would be unless it includes passenger transportation. It will be beneficial for freight transport. It would reduce road freight traffic and heavy vehicle transit. Settlements are increasing, so passenger transportation should be included.</li> <li>Passenger transportation must be provided.</li> <li>Some marginal groups might consider it negatively, but it is a project integrated with society.</li> <li>Tree cutting should not be done in the Northern Marmara forests.</li> <li>Tunnel construction is underway. The Çayırbaşı-Kilyos Tunnel and the Sarıyer-Kilyos Tunnel. The Çayırbaşı-Kilyos Tunnel will connect to the Northern Marmara Motorway.</li> <li>You should consult with the Northern Marmara Motorway authority.</li> <li>Agriculture and animal husbandry still exist in the rural parts of the region. Especially in Demirciköy and Kısırkaya, livestock activities are ongoing. In the neighborhoods of Gümüşdere and Uskumru, there is also an ongoing greenhouse production on 200 decares of land.</li> <li>When will the project begin? Will there be intermediate stations? Passenger transportation must definitely be included. The metro line in our district is insufficient. This should also be considered.</li> </ul> | Field visit<br>Face to face interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 68 |

**The Interviews - 2nd and 3rd Phases of the Social Research**

| Stakeholder identification                     | Stakeholder   | Date (dd.mm.yyyy) | Location                | Duty / Profession        | Term of Duty     | Gender | Age  | Conveyed opinions   | Type of interview                        |
|--|---|-------------------|-------------------------|--------------------------|------------------|--------|--|---|--|
| OIP<br>NGO /<br>Cooperatives<br>/ Associations | Pendik<br>Culture, Arts,<br>and Sports<br>Club                                    | 12.07.2025        | Pendik                  | Association<br>President | 20 Years         | Male   | 43   | <ul style="list-style-type: none"> <li>No information was obtained about the project.</li> <li>It has been stated that meetings would be beneficial for providing information about the project. It has been emphasized that it is necessary to organize a meeting with the participation of NGO representatives.</li> <li>No negative impact is expected from the project. However, it was emphasized that the local community should be informed about the route and process before the project construction begins.</li> <li>The positive impact is the contribution it will make to existing transportation conditions. There are issues with transportation vehicle schedules in the region. In this regard, there is a request to extend public transportation schedules and increase their frequency. It is anticipated that these issues will decrease within the scope of the project, including passenger transportation.</li> <li>It has been emphasized that train stations must be designed outside of a specific design framework. It has been stated that stations should incorporate various art forms rather than relying on conventional and monotonous artistic expressions.</li> </ul>  | Field Visit<br>Face to Face<br>Interview |
| OIP<br>NGO /<br>Cooperatives<br>/ Associations | Ömerli<br>Cultural<br>Heritage<br>Preservation<br>and<br>Promotion<br>Association | 17.07.2025        | Çekmeköy /<br>Ömerli    | Vice<br>President        | 1 Year           | Male   | 50   | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It has been stated that meetings, the internet, and official channels can be used for project information dissemination activities.</li> <li>The project is considered a positive initiative that could address the existing transportation issues in the region.</li> <li>It was noted that if precautions are not taken in the context of previously implemented projects, there could be negative impacts on ecological life.</li> <li>In this regard, the necessity of installing fences and barriers along the railway tracks to minimize negative impacts was emphasized.</li> </ul>  | Field Visit<br>Face to Face<br>Interview |
|  |   |                   |                         | Member of<br>association | 1 Year           | Male   | 68   |   |  |
| PAP  | Sancaktepe /<br>Paşaköy<br>Neighborhood<br>Local<br>Residents                     | 17.07.2025        | Sancaktepe /<br>Paşaköy | Mukhtar                  | Not<br>available | Male   | 55   | <ul style="list-style-type: none"> <li>They have some information about the project. They have heard from the neighborhood that such a project will be implemented.</li> <li>Information about the project should be provided directly by the ministry.</li> <li>It has been noted that the most significant negative impacts will be on daily life (noise, ground vibrations, environmental pollution, etc.). It has also been mentioned that agricultural lands and pastures will be affected.</li> <li>It has been noted that there have been issues related to expropriation and the collection of fees in the context of previous projects carried out in the region.</li> <li>They are partially informed about the project.</li> <li>It has been stated that they have been negatively affected by the previously constructed Northern Marmara Highway.</li> <li>It was noted that the areas referred to as northern forests would be directly exposed to construction. It was also stated that they would suffer losses in this regard if expropriation were to occur.</li> <li>It emphasized that, to ensure the project is carried out correctly and with minimal harm, not only the subcontractor but also the ministry should conduct inspections and hold meetings.</li> </ul> | Field Visit<br>Focus Group<br>Discussion |
|  |   |                   |                         | Farmer                   | Not<br>available | Male   | 59   |   |  |
|  |   |                   |                         | Housewife                | Not<br>available | Female | 51   |   |  |
|  |   |                   |                         | Farmer                   | Not<br>available | Male   | 66   |   |  |
|  |   |                   |                         | Retired                  | Not<br>available | Male   | 78   |   |  |
|  |   |                   |                         |                          |                  |        | <ul style="list-style-type: none"> <li>They are partially informed about the project.</li> </ul> |   |  |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 69 |

| Stakeholder identification | Stakeholder                                       | Date (dd.mm.yyyy) | Location             | Duty / Profession         | Term of Duty  | Gender | Age | Conveyed opinions  | Type of interview                     |
|----------------------------|---|-------------------|----------------------|---------------------------|---------------|--------|-----|--|---------------------------------------|
|                            |   |                   |                      | Member of village council | Not available | Male   | 62  | <ul style="list-style-type: none"> <li>It has been stated that they have been negatively affected by the previously constructed Northern Marmara Highway.</li> <li>It was noted that the areas referred to as northern forests would be directly exposed to construction. It was also stated that they would suffer losses in this regard if expropriation were to occur.</li> <li>It emphasized that, to ensure the project is carried out correctly and with minimal harm, not only the subcontractor but also the ministry should conduct inspections and hold meetings.</li> </ul>   |                                       |
| PAP                        | Beykoz / Cumhuriyet Neighborhood Local Residents  | 18.07.2025        | Beykoz               | Retired                   | Not available | Male   | 55  | <ul style="list-style-type: none"> <li>No information has been obtained about the project.</li> <li>The necessity of holding a meeting to provide information about the project has been emphasized.</li> <li>No environmental or social impacts have been encountered in the context of projects previously implemented in the region.</li> <li>It has been stated that there will be no negative impacts.</li> </ul>   | Field Visit<br>Focus Group Discussion |
|                            |   |                   |                      | Retired                   | Not available | Male   | 72  | <ul style="list-style-type: none"> <li>It has been stated that positive impacts will definitely occur.</li> <li>Negative impacts such as construction and operational issues are anticipated.</li> </ul>   |                                       |
|                            |   |                   |                      | Retired                   | Not available | Male   | 70  | <ul style="list-style-type: none"> <li>It has been stated that positive effects may be observed in terms of employment.</li> <li>No negative impacts are expected.</li> </ul>  |                                       |
| PAP                        | Beykoz / Paşamandıra Neighborhood Local Residents | 18.07.2025        | Beykoz               | Retired                   | Not available | Male   | 63  | <ul style="list-style-type: none"> <li>No information has been obtained about the project.</li> <li>The recommended method for project information dissemination is to hold a meeting.</li> <li>Negative impacts include potential delays in the expropriation process.</li> <li>There is curiosity about the locations of the passenger stops to be determined along the route.</li> </ul>  | Field Visit<br>Focus Group Discussion |
|                            |   |                   |                      | Retired                   | Not available | Male   | 68  | <ul style="list-style-type: none"> <li>Some information about the project has been obtained.</li> <li>Meetings are the preferred method in the context of project information activities.</li> </ul>   |                                       |
|                            |   |                   |                      | Civil servant             | Not available | Male   | 52  | <ul style="list-style-type: none"> <li>Previous projects faced major challenges in terms of expropriation. As a result, local residents whose homes were expropriated were unable to obtain new properties.</li> <li>Negative impacts are also anticipated due to potential issues arising from the expropriation process.</li> </ul>  |                                       |
|                            |   |                   |                      | Retired                   | Not available | Male   | 66  | <ul style="list-style-type: none"> <li>The project's positive impacts are expected in terms of employment based on past experience</li> </ul>  |                                       |
| PAP                        | Beykoz / Ali Bahadır Neighborhood Local Residents | 18.07.2025        | Beykoz               | Civil servant             | Not available | Male   | 57  | <ul style="list-style-type: none"> <li>No information has been obtained about the project.</li> <li>Meetings are requested as the method of project information dissemination.</li> <li>It is believed that the project will negatively impact ecological life and nature.</li> <li>In the context of previously implemented projects, living conditions have become more difficult, particularly regarding access to and from the neighborhood and public safety. Additionally, compensation for expropriation and its collection have been insufficient. As a result, the local community is facing economic challenges.</li> <li>It has been emphasized that authorities need to work closely with the local community in order to improve the positive impact of the project.</li> </ul> | Field Visit<br>Focus Group Discussion |
|                            |   |                   |                      | Farmer                    | Not available | Male   | 66  | <ul style="list-style-type: none"> <li>Noise has been identified as a potential adverse impact of the project.</li> <li>A special study is expected to be conducted for farmers and livestock breeders in the region in the context of the project.</li> <li>Experts in the field should contact us to ensure the project is carried out in a more positive manner.</li> <li>It is reported that a significant portion of the forests in the region have been damaged in previous projects. As a result, wild animals that were not previously present in the area have been observed. This poses a threat to both natural life and daily living.</li> </ul>   |                                       |
| PAP                        | Sarıyer / Uskumruköy Neighborhood                 | 19.07.2025        | Sarıyer / Uskumruköy | Builder                   | Not available | Male   | 55  | <ul style="list-style-type: none"> <li>No information has been obtained about the project.</li> <li>A negative impact is expected due to the region's green areas.</li> <li>It has been stated that previous projects had no impact.</li> </ul>  | Field Visit<br>Focus Group Discussion |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 70 |

| Stakeholder identification | Stakeholder                                      | Date (dd.mm.yyyy) | Location            | Duty / Profession     | Term of Duty  | Gender | Age           | Conveyed opinions  | Type of interview                  |
|----------------------------|--|-------------------|---------------------|-----------------------|---------------|--------|---------------|--|------------------------------------|
|                            | Local Residents                                  |                   |                     | Excavation Contractor | Not available | Male   | 43            | <ul style="list-style-type: none"> <li>No information has been obtained about the project.</li> <li>It is expected that the authorities will make direct contact regarding project information activities.</li> <li>The project is expected to have positive social impacts. Transportation is expected to become more efficient and faster.</li> <li>The project is expected to have direct negative impacts on nature and livelihoods. During the construction phase, noise is also anticipated.</li> <li>It has been stated that they have not been affected by previously implemented projects.</li> </ul>   |                                    |
|                            |  |                   |                     | Retired               | Not available | Male   | Not available | <ul style="list-style-type: none"> <li>It has been stated that information regarding the project should be obtained directly from ministry officials.</li> <li>It has been emphasized that afforestation efforts should not be limited to pine trees and that tree species suitable for the region, such as oak and chestnut, should be preferred.</li> <li>It has been stated that the project will not have a direct impact on sensitive groups.</li> <li>It has been emphasized that sensitivity should be shown regarding pollution and environmental impacts.</li> </ul>  |                                    |
| PAP                        | Sarıyer / Gümüşdere Neighborhood Local Residents | 19.07.2025        | Sarıyer / Gümüşdere | Retired               | Not available | Male   | 68            | <ul style="list-style-type: none"> <li>It is stated that the first information about the project was provided during the President's visit during the highway project.</li> <li>It is stated that information dissemination efforts regarding the project should be conducted face-to-face by personnel from the relevant ministry, as this would be more reassuring and informative.</li> <li>It is stated that no negative environmental impact is expected from the project; however, toll fees under privatization could impose an economic burden on citizens. Therefore, it is emphasized that the state should oversee the private company.</li> <li>It is emphasized that it is important for the route to include a station that can also be used by the local community.</li> <li>It has been stated that wildlife crossing bridges are necessary to protect the migration routes of wild animals living in the forest.</li> <li>It is noted that in previous projects (Northern Marmara Highway), the relevant route passed through forest and state-owned lands, and therefore no expropriation was carried out in the village.</li> <li>It is stated that positive effects have been observed in terms of transportation ease from previous projects; however, no significant changes have been noted from a commercial perspective.</li> </ul> | Field Visit Focus Group Discussion |
|                            |  |                   |                     | Farmer                | Not available | Male   | 61            | <ul style="list-style-type: none"> <li>It is stated that the first information about the project was obtained during the Northern Marmara Highway process.</li> <li>It is emphasized that detailed planning must be conducted beforehand to ensure that the project, which will be implemented in areas where agricultural activities are carried out, does not result in income losses.</li> <li>It is emphasized that a station accessible to the local community is expected along the route.</li> </ul>  |                                    |
|                            |  |                   |                     | Retired               | Not available | Male   | 69            | <ul style="list-style-type: none"> <li>It is stated that the Northern Marmara Highway project passes outside residential areas and therefore does not create social issues.</li> <li>It is noted that the project facilitates transportation in the region and is therefore positively received.</li> </ul>  |                                    |
| PAP                        | Eyüpsultan / Ağaçlı Neighborhood Local Residents | 19.07.2025        | Eyüpsultan / Ağaçlı | Farmer                | Not available | Male   | 81            | <ul style="list-style-type: none"> <li>It is stated that the first information about the project was obtained through rumors that it would pass near the Yavuz Sultan Selim Bridge.</li> <li>It is stated that there is curiosity about the impact of the excavation work to be carried out as part of the project on lakes and natural areas.</li> <li>It is emphasized that clear information is expected regarding the location where the construction sites will be established.</li> <li>It is reported that in previous projects, livestock farming has almost completely ceased, forests have been cut down, debris has been dumped into the sea, and environmental pollution has occurred.</li> <li>It is stated that despite promises made to villagers during EIA meetings, the outcomes have been negative, and therefore the process must be conducted transparently.</li> <li>It is noted that certain groups may be affected if there is an increase in social density.</li> </ul>   | Field Visit Focus Group Discussion |
|                            |  |                   |                     | Driver                | Not available | Male   | 43            |  |                                    |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 71 |

| Stakeholder identification | Stakeholder                                       | Date (dd.mm.yyyy) | Location             | Duty / Profession | Term of Duty  | Gender | Age | Conveyed opinions  | Type of interview                        |
|----------------------------|---|-------------------|----------------------|-------------------|---------------|--------|-----|--|--|
|                            |   |                   |                      | Farmer            | Not available | Male   | 76  | <ul style="list-style-type: none"> <li>It is stated that in previous projects, groups not involved in agriculture and livestock farming were included in the region, and the income sources of the local population have weakened.</li> </ul>  |  |
|                            |   |                   |                      | Manager           | Not available | Male   | 59  | <ul style="list-style-type: none"> <li>It has been stated that sufficient information about the project has not yet been provided, and there is curiosity about whether the entire line will be above ground.</li> <li>It is stated that in previous projects, 5,000 vehicles carrying excavated material passed through the village daily, making transportation difficult and causing damage to roads. It is noted that emergency vehicles such as ambulances face difficulties in reaching the village.</li> <li>It is assessed that the project does not directly concern them at this stage, but attention is drawn to the negative consequences arising from past experiences.</li> <li>It is stated that the closure of beach areas has led to a decrease in the number of people visiting the region and a socio-economic downturn.</li> </ul>   |  |
|                            |   |                   |                      | Engineer          | Not available | Male   | 70  | <ul style="list-style-type: none"> <li>It has been expressed that there are concerns the project will not provide direct benefits to Ağaçlı.</li> <li>It is emphasized that information activities should be carried out by authorized and responsible public officials.</li> <li>It is stated that the project currently has no direct impact.</li> <li>Following previous projects, it has been communicated that access to the sea was curtailed, and the local community was unable to go into the sea.</li> </ul>   |  |
|                            |   |                   |                      | Mukhtar           | Not available | Male   | 50  | <ul style="list-style-type: none"> <li>It is stated that the Northern Marmara Highway project does not provide direct benefits to the region, and that without a station, this project would also remain ineffective.</li> <li>It has been noted that women in the area make a living by selling milk, and that such small-scale income activities should be taken into account.</li> <li>Attention is drawn to the environmental and economic impacts of the ponds formed by the old coal mines.</li> <li>It is emphasized that the young population is migrating to İstanbul for work, and the village is aging toward a retired population.</li> </ul>  |  |
|                            |   |                   |                      | Livestock         | Not available | Male   | 66  | <ul style="list-style-type: none"> <li>It is stated that the Northern Marmara Highway project does not provide direct benefits to the region, and that without a station, this project would also remain ineffective.</li> <li>It has been noted that women in the area make a living by selling milk, and that such small-scale income activities should be taken into account.</li> <li>Attention is drawn to the environmental and economic impacts of the ponds formed by the old coal mines.</li> <li>It is emphasized that the young population is migrating to İstanbul for work, and the village is aging toward a retired population.</li> </ul>  |  |
| PAP                        | Eyüpsultan / Odayeri Neighborhood Local Residents | 19.07.2025        | Eyüpsultan / Odayeri | Shopkeeper        | Not available | Female | 59  | <ul style="list-style-type: none"> <li>It is noted that the first information about the project was obtained during the meeting.</li> <li>It is stated that information is expected on how the project will benefit the village community.</li> <li>It has been stated that it would be appropriate for the ministry teams to carry out the information activities.</li> <li>It is stated that the project will not have any harmful effects as it will not pass directly through the village; it is also noted that guests staying at the hotel contribute to the village merchants and provide economic benefits.</li> <li>It is stated that noise barriers are expected to be constructed to mitigate noise pollution during the construction process.</li> <li>It is assessed that the project will not have a direct impact on sensitive groups.</li> <li>It is noted that previous projects have personally benefited individuals, particularly in terms of employment opportunities.</li> </ul> | Field Visit<br>Focus Group<br>Discussion |
|                            |   |                   |                      | Grocer            | Not available | Male   | 65  | <ul style="list-style-type: none"> <li>It is stated that the initial information about the project was obtained during the meeting.</li> <li>Questions have been raised regarding how the project will contribute to the neighborhood, the route of freight transportation, and the necessity of such an investment.</li> <li>It is emphasized that information sessions should be conducted by ministry officials.</li> <li>Concerns have been raised that forest areas may be damaged, villages engaged in livestock farming may be negatively affected, and such activities may come to an end.</li> <li>It is noted that surrounding villages have previously suffered significant damage during construction and that similar effects could occur in Odayeri.</li> <li>It is stated that the high volume of excavation trucks, combined with ongoing projects, could pose risks in terms of traffic and environmental pollution.</li> </ul>   |  |

**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 72

| Stakeholder identification | Stakeholder   | Date (dd.mm.yyyy) | Location               | Duty / Profession | Term of Duty  | Gender | Age | Conveyed opinions  | Type of interview                  |
|----------------------------|---|-------------------|------------------------|-------------------|---------------|--------|-----|--|------------------------------------|
|                            |   |                   |                        |                   |               |        |     | <ul style="list-style-type: none"> <li>It is stated that neighboring villages did not benefit from previous projects; these projects only served large infrastructure projects and resulted in nothing but harm for rural settlements.</li> <li>It has been stated that the rural identity of the area has undergone transformation following large-scale projects, that populations dependent on agriculture and livestock have lost their livelihoods, and that speculative increases in land values have led to villages evolving into residential complexes.</li> </ul>  |                                    |
| PAP                        | Eyüpsultan / Işıklar Neighborhood Local Residents   | 19.07.2025        | Eyüpsultan / Işıklar   | Worker            | Not available | Male   | 55  | <ul style="list-style-type: none"> <li>It is stated that some information about the project was received in the past, but no concrete details were obtained. It is emphasized that the pond in the neighborhood and the village as a whole should not be harmed by the project.</li> <li>It is noted that information activities should be conducted in person by the relevant and authorized units affiliated with the ministry.</li> <li>It is stated that it is not desired for any further grievances to arise due to the negative experiences from previous projects.</li> </ul>  | Field Visit Focus Group Discussion |
|                            |   |                   |                        | Civil servant     | Not available | Male   | 50  | <ul style="list-style-type: none"> <li>It is noted that the seriousness of the project was not fully understood by the public beforehand.</li> <li>It has been stated that negative impacts on the existing pond due to the project are not desired.</li> <li>It has been stated that in order to sustain livestock farming, pasture areas need to be preserved, and fences must be constructed along the train route to ensure safety.</li> <li>It is noted that compensation issues arose during the expropriation process for the Northern Marmara Highway project, and that these processes should be managed more carefully in the future.</li> </ul>   |                                    |
|                            |   |                   |                        | Mukhtar           | Not available | Male   | 38  | <ul style="list-style-type: none"> <li>It is mentioned that some rumors were heard during the construction of the Yavuz Sultan Selim Bridge regarding the project.</li> <li>Questions have been raised about whether the project will create local employment and whether the neighborhood residents will be able to participate in the construction process; it is stated that employment conditions are expected to be included in the project.</li> <li>It has been stated that the protection of the medicinal spring named 'Hocapınarı' and the pond is requested to prevent negative impacts on agricultural and livestock activities.</li> <li>It is stated that the process regarding the area allocated for the gendarmerie is expected to be managed transparently.</li> <li>It is emphasized that the only pond used for firefighting purposes must not be affected.</li> <li>It is requested that animal crossing bridges be constructed to protect natural life.</li> <li>It is noted that the local community has not benefited from the promised employment opportunities on previous projects and that the commitments made have not been fulfilled.</li> <li>It is stated that a local employment quota should be established in contracts for the projects.</li> <li>It is stated that livestock farming in the region has ceased by 80% due to restrictions on livestock movement, road access, and pastureland in the context of previous projects in the area.</li> </ul> |                                    |
|                            |   |                   |                        | Retired           | Not available | Female | 82  | <ul style="list-style-type: none"> <li>It is stated in the collective opinion that information processes should be conducted by the relevant authorities.</li> </ul>   |                                    |
|                            |   |                   |                        | Retired           | Not available | Female | 75  | <ul style="list-style-type: none"> <li>It is stated that the construction of underpasses for train crossings and the installation of fences for security purposes are necessary for the operational phase of the project.</li> </ul>   |                                    |
|                            |   |                   |                        |                   |               |        |     |  |                                    |
| PAP                        | Arnavutköy / Tayakadın Neighborhood Local Residents | 19.07.2025        | Arnavutköy / Tayakadın | Unemployed        | Not available | Male   | 24  | <ul style="list-style-type: none"> <li>It is noted that no prior information about the project was available, but details were learned during the meeting.</li> <li>It is noted that there is curiosity about whether the number of stations will be increased in the project.</li> <li>It is emphasized that information sessions should be conducted directly by Ministry officials in the form of meetings.</li> </ul>  | Field Visit Focus Group Discussion |
|                            |   |                   |                        | Worker            | Not available | Male   | 25  | <ul style="list-style-type: none"> <li>It is stated that livestock farmers may be affected due to the project's route, and that underpasses are necessary for this reason.</li> </ul>  |                                    |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 73 |

| Stakeholder identification | Stakeholder                                   | Date (dd.mm.yyyy) | Location         | Duty / Profession       | Term of Duty  | Gender | Age            | Conveyed opinions  | Type of interview                        |
|----------------------------|---|-------------------|------------------|-------------------------|---------------|--------|----------------|--|--|
|                            |   |                   |                  | Worker                  | Not available | Male   | 19             | <ul style="list-style-type: none"> <li>It is noted that transportation issues persist to a significant extent, there is no İETT bus route in the neighborhood, and access to other areas is difficult.</li> <li>It is stated that previous projects have caused some negative effects, but some individuals have secured employment in certain sectors (e.g., restaurants) and that the projects have partially added value to the neighborhood.</li> </ul>  |  |
|                            |   |                   |                  | Driver                  | Not available | Male   | 28             | <ul style="list-style-type: none"> <li>It is stated that limited information about the project has been obtained through social media.</li> <li>It is stated that no benefits were provided to them under previous projects, that insufficient attention was paid during the construction process, that accidents occurred, and that issues related to heavy vehicles arose.</li> <li>It is stated that adequate compensation was not paid during expropriation processes.</li> <li>It is stated that farming has been banned and has significantly declined, and that a large portion of the local population is not employed at the airport.</li> <li>It is stated that the projects have had and may continue to have negative impacts on the environment and forest areas.</li> </ul>  |  |
|                            |   |                   |                  | Worker                  | Not available | Male   | 23             | <ul style="list-style-type: none"> <li>It has been stated that information obtained from ministry officials would be more reliable.</li> </ul>   |  |
|                            |   |                   |                  | Civil servant           | Not available | Male   | 46             | <ul style="list-style-type: none"> <li>It is stated that issues related to expropriation and loss of rights were not adequately addressed in previous projects, and that these issues have not been resolved.</li> </ul>   |  |
| PAP                        | Çatalca / Nakkaş Neighborhood Local Residents | 20.07.2025        | Çatalca Nakkaş / | Retired                 | Not available | Male   | 72             | <ul style="list-style-type: none"> <li>It has been mentioned that information about the project has been obtained through neighborhood rumors over the past week, and that discussions have taken place with people in the area.</li> <li>It is stated that there is curiosity about whether a station will be established as part of the project.</li> <li>It is noted that agricultural activities will become more difficult due to the division of fields and that alternative routes must be considered for a solution.</li> <li>Concerns have been raised that in earlier projects, blasting operations led to ground vibrations, and that noise and night-time work were also experienced.</li> <li>It is indicated that the reduction in agricultural areas has made transit more difficult, thereby increasing economic costs.</li> <li>It is stated that the grievances of those affected must be addressed, and if necessary, land should be allocated from state-owned lands to ensure the continuation of agricultural activities.</li> </ul> | Field Visit<br>Focus Group<br>Discussion |
|                            |   |                   |                  | Farmer                  | Not available | Male   | 71             | <ul style="list-style-type: none"> <li>It is stated that initial information about the project was obtained through social media and drilling studies conducted on the site.</li> <li>It has been stated that the land will be divided as part of the project, and that the construction of access roads will be necessary.</li> <li>It has been stated that in previous projects, expropriation processes resulted in grievances, with low compensation amounts being paid and ongoing court cases. Concerns have been expressed that railway projects could lead to significant harm.</li> </ul>   |  |
|                            |   |                   |                  | Civil servant           | Not available | Male   | 42             | <ul style="list-style-type: none"> <li>It is stated that information about the project was obtained during the ground studies.</li> <li>It is noted that passages must be constructed on a large scale, and that these passages must be sufficiently wide to accommodate large agricultural machinery such as harvesters.</li> <li>It is emphasized that the crossings must be adequately planned to ensure the continuity of agricultural activities.</li> </ul>  |  |
| OIP<br>Local media         | Gebze Gazetesi                                | 21.07.2025        | Gebze Gazetesi   | Founder Editor-in-Chief | 41 Years      | Male   | No information | <ul style="list-style-type: none"> <li>No information has been obtained about the project.</li> <li>It has been emphasized that meetings and local communication channels should be utilized as part of the project information activities.</li> <li>It has been stated that the project will have many positive aspects. It is considered a positive initiative in terms of the existing traffic problem in the region and air cargo transportation.</li> </ul>   | Field Visit<br>Face to Face<br>Interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 74 |

| Stakeholder identification                  | Stakeholder                             | Date (dd.mm.yyyy) | Location  | Duty / Profession                  | Term of Duty  | Gender | Age            | Conveyed opinions  | Type of interview                  |
|---|---|-------------------|---|------------------------------------|---------------|--------|----------------|--|------------------------------------|
|   |   |                   |   |                                    |               |        |                | <ul style="list-style-type: none"> <li>The negative aspects of the project were first mentioned in terms of the route. It was noted that the starting point of the current route is located in a protected area and is an area that is not beneficial for transportation.</li> <li>It has been emphasized that integration with the Marmaray and İstanbul Metro systems is necessary to enhance the positive aspects of the project.</li> <li>As a long-term recommendation, it has been suggested that the line should be integrated with the Gebze Metro, which is currently under construction.</li> <li>It has been noted that there are many greenhouses in the area and that livestock farming is particularly prevalent in the Darıca region.</li> </ul>  |                                    |
| OIP Local government bodies                 | Tuzla Municipality                      | 21.07.2025        | Tuzla Municipality – Department of Technical and Social Affairs | Director of Technical Works        | 16 Years      | Male   | Not available  | <ul style="list-style-type: none"> <li>Information about the project has been obtained through official correspondence.</li> <li>It has been noted that holding a meeting during the project information dissemination phase would be beneficial.</li> <li>It is anticipated that the project will reduce traffic issues in the region. In this regard, it has been noted that integrating the project with the Marmaray Gebze station would be beneficial.</li> <li>It has been noted that the Tuzla region has shipyards and organized industrial zones, which would provide logistical advantages.</li> <li>It is anticipated that the project may have negative impacts on urban planning and construction.</li> <li>There is an existing road project planned to pass near the project area from the marina. It has been noted that this partially completed project may affect the project.</li> <li>It has been noted that there is no agriculture or livestock farming in the Tuzla region in the context of the route.</li> </ul> | Field Visit Face to Face Interview |
| OIP Local government bodies                 | Pendik District Governorate             | 21.07.2025        | Pendik District Governorship                                    | Director of Administrative Affairs | 3 Years       | Female | No information | <ul style="list-style-type: none"> <li>No information was obtained about the project.</li> <li>It has been emphasized that project information should be provided through official correspondence.</li> <li>The project is considered effective in addressing existing issues. It is also expected to be economically beneficial and feasible.</li> <li>Negative impacts such as noise and environmental pollution are anticipated during the construction process.</li> <li>It has been reported that agricultural activities are carried out in the Göçbeyli region near the route. It has been emphasized that greater sensitivity is required in this regard.</li> </ul>   | Field Visit Face to Face Interview |
| OIP Local media                             | Tünaydın Gazetesi                       | 21.07.2025        | Pendik District Governorship                                    | Reporter                           | 9 Years       | Male   | Not available  | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It has been suggested that project information activities be carried out through the local media.</li> <li>It will have a positive impact on the existing heavy vehicle traffic in the region.</li> <li>The route passes through a forested area, and the expropriation process may create challenges. Particular attention should be given to the dense forested areas in Çatalca and Beykoz.</li> <li>Caution is required regarding the "Ömerli Dam" located along the route.</li> <li>To improve the positive aspects, it is suggested that passenger stations be increased, and specific times be designated for cyclists.</li> </ul>  | Field Visit Face to Face Interview |
| OIP / Project component-related institution | Sabiha Gökçen Airport Operations (HEAŞ) | 21.07.2025        | Sabiha Gökçen Airport Operations                                | Chief of Lease and Concessions     | Not available | Female | Not available  | <ul style="list-style-type: none"> <li>Information was obtained regarding the correspondence conducted about the project.</li> <li>The project is reported to pass through the northern section, affecting the general cargo and logistics zone. It has been emphasized that in this area, especially in locations housing strategic infrastructure such as under the runway, underground construction is strictly prohibited.</li> <li>From a logistics perspective, it has been stated that the project route could provide a solution to the traffic-related issues faced by companies by facilitating access to the Gulf, thereby reducing logistics costs.</li> </ul>   | Field Visit Face to Face Interview |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 75 |

| Stakeholder identification  | Stakeholder                       | Date (dd.mm.yyyy) | Location   | Duty / Profession                               | Term of Duty   | Gender | Age           | Conveyed opinions   | Type of interview                        |
|-----------------------------|-----------------------------------|-------------------|--|---|----------------|--------|---------------|---|--|
|                             |                                   |                   |  | Project and Commercial Area Development Manager | No information | Female | Not available | <ul style="list-style-type: none"> <li>The integration of air cargo and rail systems has been highlighted as offering significant advantages for cargo transportation. In this context, it has been emphasized that existing initiatives aimed at expanding the cargo area should be supported.</li> <li>It has been stated that establishing a connection with the T3 line (south of the port) would be a strategic gain in terms of passenger transportation.</li> <li>It has been emphasized that passage under the runway is not permitted, that tunnel excavation in this area is not feasible, and that effects such as soil liquefaction, vibration, and seismic activity must be addressed with utmost care.</li> <li>It has been stated that the logistics infrastructure is not sufficiently developed at present, and therefore planning must be carried out in a coordinated and strategic manner.</li> <li>It was emphasized that the project route should be determined based on strategic priorities rather than passenger density, and it was recommended that the integration potential with the Istanbul Metropolitan Municipality's (İBB) "Hızray" project be evaluated.</li> <li>It was noted that small-scale livestock farming, and greenhouse activities are ongoing in the villages around Beykoz, Pendik, and the surrounding areas, and that the project route should not harm these sensitive areas.</li> </ul>  |  |
|                             |                                   |                   |  | Director of Environment                         | Not available  | Male   | Not available |   |  |
| OIP Local government bodies | Beykoz Municipality               | 22.07.2025        | Beykoz Municipality – Directorate of Planning and Projects | Planning and Projects Manager                   | 1 Year         | Male   | Not available | <ul style="list-style-type: none"> <li>Information has been obtained regarding the project within the context of official correspondence.</li> <li>It has been stated that there is uncertainty regarding whether the initially proposed route overlaps with the "Hızray" line of the Istanbul Metropolitan Municipality, and therefore, it is difficult to evaluate the route without clarifying it.</li> <li>It was noted that establishing a stop (station) in Beykoz district is not appropriate, as the remaining areas are entirely designated as protected sites and agricultural land, and there is a possibility that the planned route may be met with public opposition.</li> <li>It has been stated that the project route passes through densely populated natural areas, forested regions, and agricultural lands, which poses ecological and social risks.</li> <li>It has been assessed that traffic in the center of Beykoz would be negatively affected even if the project were implemented for freight transport rather than passenger transport, and that the establishment of loading/unloading areas and similar situations would create problems.</li> <li>It has been stated that similar projects carried out in the past have experienced noise and vibration issues, and that necessary measures must be taken in this regard.</li> <li>It has been assessed that the route does not reach an effective point for passenger transportation and does not meet the current travel demands proposed for public transportation.</li> <li>It has been emphasized that all communication channels must remain open throughout the process, that correspondence with relevant institutions must be conducted transparently, and that local authorities must be involved in decision-making processes.</li> </ul> | Field Visit<br>Face to Face<br>Interview |
|                             |                                   |                   |  | Urban Planner                                   | 12 Years       | Female | Not available |   |  |
|                             |                                   |                   |  | Urban Planner                                   | 5 Years        | Male   | Not available |   |  |
| OIP Local government bodies | Beykoz District Governor's Office | 22.07.2025        | Beykoz District Governorship                               | Director of Administrative Affairs              | 20 Years       | Male   | Not available | <ul style="list-style-type: none"> <li>It was noted that the project was first learned about during this meeting.</li> <li>It was assessed that the project could address traffic issues, improve accessibility, and contribute to the region if integrated with rail systems.</li> <li>However, the project's route may cause various issues related to noise, sound, and natural surroundings.</li> <li>It was stated that approximately 25 of the 45 neighborhoods in Beykoz district are classified as forest villages, and most of the local population relies on livestock farming and agriculture for their livelihood.</li> <li>It has been emphasized that the project should be completed in a short time and planned in a way that ensures passenger integration.</li> <li>It has been stated that care must be taken in the location of stations, as incorrect site selection could put pressure on the rural structure.</li> <li>It has been noted that agricultural and rural areas in the Beykoz, Şile, and Çekmeköy triangle are characterized by intensive vegetable farming, grain production, livestock farming, and beekeeping.</li> </ul>  | Field Visit<br>Face to Face<br>Interview |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 76 |

| Stakeholder identification                     | Stakeholder   | Date (dd.mm.yyyy) | Location  | Duty / Profession  | Term of Duty | Gender | Age              | Conveyed opinions   | Type of interview                        |
|--|---|-------------------|---|--|--------------|--------|------------------|---|--|
|  |   |                   |   |  |              |        |                  | <ul style="list-style-type: none"> <li>It has been emphasized that the village population is sensitive to interventions in their natural living areas and that communication should be established with a delicate approach.</li> <li>It has been stated that agricultural directorates, municipalities, and other public institutions should actively participate in the process, but that there is currently no clear request directed toward them.</li> <li>It has been emphasized that official correspondence regarding the project should be conducted and that the process should be carried out transparently through widely attended meetings.</li> </ul>  |  |
| OIP<br>NGO /<br>Cooperatives<br>/ Associations | Environmental<br>Organizations<br>Solidarity<br>Association-<br>CEKUD | 22.07.2025        | Environmental<br>Organizations<br>Solidarity<br>Association | General<br>Manager   | 6 Years      | Male   | Not<br>available | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>The necessity of conducting project information activities through official channels has been emphasized.</li> <li>It has been noted that the project will have positive effects on the existing traffic issues and, consequently, on vehicle usage.</li> <li>It was mentioned that irreversible consequences may arise if ecological balance and nature are not handled with care.</li> </ul>  | Field Visit<br>Face to Face<br>Interview |
| OIP<br>Local<br>government<br>bodies           | İstanbul<br>Metropolitan<br>Municipality                              | 22.07.2025        | Istanbul<br>Metropolitan<br>Municipality                    | Deputy<br>Planning and<br>Projects<br>Manager                    | 35 Years     | Female | Not<br>available | <ul style="list-style-type: none"> <li>No information was obtained about the project.</li> <li>It has been stated that the project could provide benefits in terms of energy and transportation, and that there is potential for the integration of rail systems from a logistical perspective.</li> <li>However, it has been emphasized that there is a possibility of settlement expansion toward the north in the natural areas (forests, basins, agricultural lands) in the northern region, and that any route passing through these areas could result in irreversible consequences. Therefore, it has been stated that the route should be planned to pass through areas that are forested, not used for agriculture, and not ecologically sensitive.</li> <li>It has been noted that agricultural and livestock activities are carried out in the Eyüp, Çatalca, Silivri, and Şile regions, and that the pressure for construction in these areas should not increase.</li> <li>It has been stated that the planning carried out in the Marmara Region as a whole must be prepared in a comprehensive and integrated manner, and that a regional strategy must be developed in line with higher-level decisions, not just at the district level.</li> <li>It has been emphasized that routes must comply with higher-level plans (100,000 scale) and that actions must be taken based on these plans.</li> <li>It has been stated that the route must not conflict with Istanbul's ecological assets such as northern forests and water basins, and that the protection of these areas is a strategic priority for the entire city.</li> <li>It has been assessed that the integration of rail system projects with Hızray and other public transportation systems will increase transportation efficiency.</li> <li>It has been emphasized that both local authorities and relevant ministries must conduct simultaneous planning in reporting and decision-making processes, and that consulting universities would be beneficial.</li> <li>It has been emphasized that the establishment of logistics-related structures in certain areas of Istanbul should be carefully evaluated, and that a multi-stakeholder participatory planning approach should be adopted regarding the location of stations.</li> <li>It has been emphasized that NGOs, local platforms, and scientific institutions should be included in the process within the framework of participatory planning.</li> <li>It emphasized that project decisions should be evaluated not only from an engineering perspective but also in terms of cultural, social, and economic integrity.</li> </ul> | Field Visit<br>Face to Face<br>Interview |
|  |   |                   |   | Urban<br>Planner and<br>Deputy Head<br>of Planning<br>Department | 17 Years     | Female | Not<br>available |   |  |
| OIP<br>NGO /<br>Cooperatives<br>/ Associations | Mor Çatı<br>Women's<br>Shelter<br>Foundation                          | 22.07.2025        | Online<br>Meeting via<br>Zoom                               | Social Worker  | 8 Years      | Female | Not<br>available | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It was mentioned that a meeting involving local authorities and civil society organizations should be held as part of the project information dissemination activities.</li> <li>It was recommended that expert opinions be sought in the context of the project.</li> <li>It is anticipated that the positive impacts of the project will contribute to improving our ranking in the European Union in the field of rail systems.</li> </ul>   | Online Meeting                           |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 77 |

| Stakeholder identification | Stakeholder  | Date (dd.mm.yyyy) | Location  | Duty / Profession                | Term of Duty  | Gender | Age           | Conveyed opinions  | Type of interview                        |
|----------------------------|--|-------------------|---|----------------------------------|---------------|--------|---------------|--|--|
|                            |  |                   |   |                                  |               |        |               | <ul style="list-style-type: none"> <li>Additionally, emphasis was placed on the necessity of ensuring gender balance among the individuals to be employed during the construction and operation phases of the project.</li> <li>It is anticipated that the project will significantly alter the established order of the community, particularly for women. In this context, it has been noted that the living spaces they have established may be at risk, especially during the construction phase.</li> <li>It has been noted that similar projects carried out previously have caused issues, particularly regarding expropriation and compensation.</li> <li>It is stated that an increase in public transportation alternatives will have a positive impact on women.</li> <li>It is believed that the project is primarily driven by commercial concerns rather than public interest.</li> </ul>  |  |
| OIP State institution      | İstanbul Provincial Directorate of Disaster and Emergency Management | 23.07.2025        | Istanbul Provincial Disaster and Emergency Management Directorate | Geological Engineer              | 12 Years      | Female | Not available | <ul style="list-style-type: none"> <li>It was noted that official written information about the project was received for the first time.</li> <li>It has been emphasized that transportation is always essential, and that the railway connection provides an advantage in this regard.</li> <li>It has been expressed that the project is expected to provide access to the border gate.</li> <li>It has been noted that the selection of the site may have impacts in terms of intensity and magnitude, and therefore caution is emphasized.</li> <li>It has been stated that negative impacts may arise from factors such as heat, noise, and living conditions during the construction and traffic periods.</li> <li>It has been noted that more numerical data is required for proper assessment.</li> <li>It has been stated that the proximity of the AFAD Tuzla Logistics Depot could have positive effects.</li> <li>It has been stated that the train passage over the bridge should be evaluated in terms of earthquake safety.</li> <li>It has been noted that noise and explosions could pose disadvantages.</li> <li>It has been stated that the Northern Marmara Highway contributes to the region, but that the planned work should not negatively impact the process, and that an alternative train route should be considered.</li> <li>It has been stated that the project route is not too far from the city center.</li> <li>It has been stated that the project provides good transportation flow from a national perspective but may pose challenges such as the relocation of settlements to the region at the urban level.</li> <li>It was emphasized that there is a landslide risk along the Northern Marmara Highway route, and therefore risk analyses must be conducted as part of the engineering studies.</li> </ul> | Field Visit<br>Face to Face<br>Interview |
|                            |  |                   |   | Civil Engineer                   | 9 Years       | Male   | Not available |  |  |
| OIP Development agency     | İstanbul Development Agency  | 23.07.2025        | Istanbul Development Agency                                       | Strategy and Planning Specialist | Not available | Male   | Not available | <ul style="list-style-type: none"> <li>The project was first mentioned at a meeting; the logistical potential of the high-speed train planned for Sakarya was highlighted.</li> <li>It was stated that railway transportation offers strategic advantages on a global scale and provides benefits in terms of cost and efficiency.</li> <li>It was noted that the İstanbul-Kocaeli-Tekirdağ region holds critical importance for economic integration at both national and international scales.</li> <li>It was stated that the region in question constitutes an economic area in terms of logistics, trade, and the service sector.</li> <li>It has been emphasized that 27% of greenhouse gas emissions originate from transportation, and that railway transportation will have a positive impact on reducing this ratio.</li> <li>Green transformation targets exist in logistics, and it has been stated that disaster logistics plans are important for ensuring urban resilience.</li> <li>It has been emphasized that developing alternatives is important and that integration with existing transportation systems should be expanded.</li> <li>Attention should be paid to agriculture, natural areas, and rural assets, and care should be taken not to harm these areas.</li> <li>It has been stated that the agricultural share in İstanbul's economy is low, but that preserving agricultural production, especially in the Çatalca and Silivri regions, is important.</li> </ul>   | Field Visit<br>Face to Face<br>Interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 78 |

| Stakeholder identification            | Stakeholder  | Date (dd.mm.yyyy) | Location   | Duty / Profession                       | Term of Duty  | Gender | Age           | Conveyed opinions   | Type of interview                        |
|---------------------------------------|--|-------------------|--|---|---------------|--------|---------------|---|--|
|                                       |  |                   |  |   |               |        |               | <ul style="list-style-type: none"> <li>It was noted that unplanned freight transportation poses a threat to urban life, and therefore, planned logistics areas integrated with organized industrial zones and equivalent living areas should be established.</li> <li>It has been recommended to reduce traffic load through integration with sea, air, and other new transportation routes.</li> <li>It was emphasized that north-south integration would have positive effects on the project in terms of travel time and provide future advantages.</li> </ul>   |  |
| OIP State organization                | İstanbul Violence Prevention and Monitoring Center (ŞÖNİM) | 23.07.2025        | İstanbul Violence Prevention and Monitoring Center         | Manager                                 | 20 Years      | Female | Not available | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It has been noted that an alternative mode of transportation to the only available option could be beneficial, particularly for individuals at risk of violence.</li> <li>It has been emphasized that projects harmful to the environment and nature could lead to feelings of insecurity among people.</li> <li>It has been assessed that the project could provide an alternative route for earthquake-related transportation.</li> <li>It has been stated that the expropriation of lands along the Northern Marmara Highway corridor has created negative effects by dividing the lands, making agricultural and livestock activities more difficult.</li> <li>It has been recommended that passage be provided using structures such as suspension bridges and railways, if possible, with minimal damage to agricultural and natural areas.</li> <li>It has been emphasized that expropriation should be kept to a minimum, and attention has been drawn to the protection of green areas.</li> </ul>   | Field Visit<br>Face to Face<br>Interview |
| OIP State organization                | İstanbul Metropolitan Municipality Women's Center          | 23.07.2025        | İstanbul Metropolitan Municipality Women's Center Bakırköy | Clinical Psychologist – Unit Supervisor | Not available | Female | Not available | <ul style="list-style-type: none"> <li>No information was obtained about the project.</li> <li>It has been stated that the project could alleviate the existing transportation congestion in Istanbul and could be considered as an alternative solution.</li> <li>It has been stated that the project could have positive effects in terms of reducing the difficulties women face in urban transportation and improving the quality of life.</li> <li>It is believed that the project will not have significant negative impacts in terms of traffic, noise, and similar aspects.</li> <li>It has been noted that agricultural and livestock activities are carried out in the Arnavutköy district, and that such activities should be taken into consideration, especially in rural areas.</li> <li>It has been stated that while all kinds of facilities are available in urban areas, similar conveniences should be provided for women living in rural areas.</li> <li>It has been noted that the Marmaray line does not reach Arnavutköy, and this situation creates access difficulties in the existing public transportation system.</li> <li>It has been emphasized that transparency and consideration of public benefit must be ensured during the expropriation and underground infrastructure works.</li> <li>It has been noted that social unrest may arise if there is injustice or insufficient information during the expropriation process.</li> </ul> | Field Visit<br>Face to Face<br>Interview |
| OIP NGO / Cooperatives / Associations | Çatalca Women's Cooperative                                | 23.07.2025        | Çatalca Women's Cooperative Sales Office                   | Staff Association – Volunteer           | Not available | Female | Not available | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It is stated that the project will have a positive impact in terms of rapid transportation. It is expected to be an initiative that will strengthen the economy in the Çatalca region.</li> <li>On the negative side, it has been mentioned that it could threaten nature and ecological life.</li> <li>Agriculture is extensively practiced in the Çatalca region. In this context, it has been emphasized that particular care must be taken during the construction and operation phases, especially in this area.</li> </ul>  | Field Visit<br>Face to Face<br>Interview |
| OIP NGO / Cooperatives / Associations | Arnavutköy Association for Persons with Disabilities       | 23.07.2025        | Arnavutköy Association for Persons with Disabilities       | Vice President of the Association       | Not available | Male   | Not available | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It has been suggested that information should be provided through a meeting.</li> <li>It is expected that the project will have a positive impact in terms of transportation and logistics.</li> <li>However, it is stated that it may have negative impacts on natural life. To mitigate these negative impacts, it has been emphasized that new trees should be planted in place of those damaged in the region.</li> </ul>   | Field Visit<br>Face to Face<br>Interview |

|  |                     |          |
|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 79 |

| Stakeholder identification                     | Stakeholder   | Date (dd.mm.yyyy) | Location                    | Duty / Profession        | Term of Duty | Gender | Age              | Conveyed opinions  | Type of interview                        |
|--|---|-------------------|-----------------------------|--------------------------|--------------|--------|------------------|--|--|
|  |   |                   |                             |                          |              |        |                  | <ul style="list-style-type: none"> <li>It has been noted that nine wetlands near the village were drained following the construction of Istanbul Airport, and it has been emphasized that such issues should be handled with greater sensitivity.</li> <li>It is stated that agriculture and livestock farming are becoming increasingly difficult in the region.</li> </ul> |  |
| OIP<br>NGO /<br>Cooperatives<br>/ Associations | Giresun<br>Province and<br>Districts<br>Solidarity<br>Association | 23.07.2025        | Neighborhood<br>Coffeehouse | Association<br>President | 10 Years     | Male   | Not<br>available | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It is requested that project information be disseminated through the media.</li> <li>It has been noted that the project could be beneficial in terms of transportation.</li> <li>It has been emphasized that the project may pose a threat to natural life.</li> </ul>   | Field Visit<br>Face to Face<br>Interview |

### Appendix-2: Findings of the consultations

| Date       | Location         | Stakeholder                   | Responsibility                     | Questions  | Positive Opinion   | Concern   | Suggestion  |
|------------|------------------|-------------------------------|------------------------------------|--|--|---|---|
| 12.05.2025 | Kocaeli/Çayırova | Çayırova Municipality         | 1 participant<br>Mayor             | <ul style="list-style-type: none"> <li>No question</li> </ul>  | <ul style="list-style-type: none"> <li>This area is centrally located in terms of transportation. It is the logistics hub of the Marmara region. It would be quite beneficial in terms of reducing transportation costs and increasing speed.</li> <li>Since this is a logistics hub, using the more cost-effective railway would be advantageous in every aspect. Traffic and air pollution would be reduced.</li> <li>There is no agriculture or livestock farming in Çayırova. It exists in the rural areas of Gebze.</li> </ul>  | <ul style="list-style-type: none"> <li>New construction should not be allowed in this area. The population density is already high.</li> <li>Since there are no agricultural or livestock activities in our region, (we) do not think there will be any such impact here.</li> <li>The institution has no activities in the project area. There is a state hospital project that could be considered nearby, but it is 2 km away. There would be no overlap.</li> </ul> | <ul style="list-style-type: none"> <li>Passenger transport activities can also be considered.</li> <li>Organized Industrial Zones (such as Taysad Organized Industrial Zone (TOSB), Gebze Organized Industrial Zone (GOSB)) and the Gebze Chamber of Commerce should be consulted.</li> <li>The Istanbul Metropolitan Municipality and Kocaeli wholesale fruit and vegetable markets are located nearby and can be integrated with this.</li> </ul>                                       |
| 12.05.2025 | Kocaeli/Çayırova | Çayırova District Governorate | 1 participant<br>District Governor | <ul style="list-style-type: none"> <li>No question</li> </ul>  | <ul style="list-style-type: none"> <li>The project would have many positive impacts. The Gebze Region is Türkiye's production hub. There are 9 Organized Industrial Zones (OIZs) in Çayırova alone. It can be considered Türkiye's logistics center. Truck transportation is challenging and costly in terms of traffic. Railway transportation would reduce both cost and traffic. In terms of air transportation, connecting the two airports would also be very beneficial. Currently, access to the airports is provided via Airport Ground Handling Services Inc. (HAVAŞ). This line, along with the OIZ-Gebze-Darıca route, would reduce the need for minibus transport. Accordingly, traffic and air pollution would decrease.</li> <li>The main issue in the region is traffic. It will reduce the circulation of heavy vehicles within the city and ease traffic. Traffic has significantly increased over the past three years. This project is necessary for the region.</li> </ul> | <ul style="list-style-type: none"> <li>It would not have any adverse effects.</li> </ul>  | <ul style="list-style-type: none"> <li>There should be a station in Çayırova.</li> <li>Passenger transportation should also be activated.</li> <li>The municipality should be consulted.</li> </ul>   |
| 12.05.2025 | Kocaeli/Çayırova | Çayırova Municipality         | 1 participant<br>Mayor             | <ul style="list-style-type: none"> <li>Curious about when and how the information will be provided.</li> </ul> | <ul style="list-style-type: none"> <li>This is an industrial area. There are large logistics companies in Çayırova. It offers a significant advantage in terms of traffic.</li> <li>The main issue in the region is traffic. It will reduce the circulation of heavy vehicles in the city and ease traffic congestion.</li> </ul>  | <ul style="list-style-type: none"> <li>There would be no negative impact. Possibly, there may be impacts related to expropriation along the route.</li> </ul>   | <ul style="list-style-type: none"> <li>To enhance the positive impacts of the project, traffic and station arrangements must be made to direct transportation to the railway line. Economic conditions should be improved, and transportation should be safe. It should be low-cost and secure.</li> <li>A connection should be established with the Gebze Organized Industrial Zone. Stations should be built, and if these are integrated, the outcome would be much better.</li> </ul> |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 81 |

| Date       | Location         | Stakeholder  | Responsibility                      | Questions   | Positive Opinion  | Concern  | Suggestion  |
|------------|------------------|--|-------------------------------------|---|---|--|---|
|            |                  |  |                                     |   |   |  | <ul style="list-style-type: none"> <li>It should be integrated with Gebze OIZ, TAYSAD OIZ, and Marmara Recycling Industrial Zone.</li> <li>Project implementers should prioritize safety and avoid causing grievances, especially related to expropriation.</li> <li>The most suitable method for providing information about the project could be an institutional meeting.</li> <li>The municipality should be consulted.</li> </ul>  |
| 12.05.2025 | Kocaeli/Çayırova | District Directorate of Agriculture and Forestry                 | 1 participant<br>Director / Manager | <ul style="list-style-type: none"> <li>No question</li> </ul>   | <ul style="list-style-type: none"> <li>One of the region's major problems is transportation and traffic. For people without private vehicles, it is very difficult to reach Istanbul, especially the airport. There are many industrial businesses in this area. Goods are transported by trucks, and it is common to see a high number of trucks on the roads. The cargo is transported in a very bulky manner. If the project is planned as discussed, for both passenger and freight transportation, it would be highly beneficial in terms of reducing traffic congestion and improving accessibility for local residents.</li> </ul> | <ul style="list-style-type: none"> <li>They do not expect any negative impact.</li> <li>There are no issues in the region that require special attention during project activities.</li> </ul>   | <ul style="list-style-type: none"> <li>If a station is built in Çayırova, the local people would use it. It would be beneficial and preferred for traveling to Istanbul. Currently, those who want to go to Istanbul Airport must first go to Sabiha Gökçen Airport and then transfer to Istanbul Airport. It is believed that the project would significantly contribute to the industry. It could provide operational space for food businesses. Large-scale food companies could greatly benefit from transportation improvements.</li> <li>If passengers will be picked up from Çayırova, this would make things easier for people and have a positive impact.</li> <li>If a station is built in a way that local people can easily use it and a direct route to the airport is established, the positive outcomes would increase.</li> <li>The most appropriate method for providing information about the project could be an official letter.</li> </ul> |
| 12.05.2025 | Kocaeli/İzmit    | TCDD İzmit Maintenance Directorate                               | 1 participant<br>Maintenance Chief  | <ul style="list-style-type: none"> <li>The exact area of impact</li> </ul>                                    | <ul style="list-style-type: none"> <li>It is significant in terms of intercontinental transit. It is important for freight transportation.</li> <li>Traffic and air pollution will be reduced. As it will be fast, travel distances will effectively shorten. It's a positive development.</li> <li>Agriculture and livestock are mostly practiced in rural areas. The rate is low. The coastal area is industry-oriented.</li> </ul>   | <ul style="list-style-type: none"> <li>No negative impact is expected.</li> </ul>  | <ul style="list-style-type: none"> <li>The Darıca-Gebze metro line is located in the project area. It is ongoing.</li> <li>There are no particular sensitivities.</li> </ul>  |
| 12.05.2025 | Kocaeli/İzmit    | Kocaeli Metropolitan Municipality - Department of Transportation | 1 participant<br>Planning Chief     | <ul style="list-style-type: none"> <li>Curious about when and how the information will be provided</li> </ul> | <ul style="list-style-type: none"> <li>Impacts can be expected from both positive and negative aspects.</li> <li>Its positive effect would be reducing traffic and making daily life easier.</li> <li>The main issue in the region is heavy vehicle traffic. Even if the project is implemented for freight transportation, it would at least reduce the circulation of heavy vehicles in the city and ease traffic.</li> <li>The Darıca-Tuzla Connection Road Project near the</li> </ul>  | <ul style="list-style-type: none"> <li>Impacts can be expected from both positive and negative aspects.</li> <li>Kocaeli is already a city intertwined with industry. People living here experience disadvantages from this situation (e.g., air pollution, traffic). If heavy vehicle traffic increases due to this project and the public does not benefit from it, the effect on them will be negative.</li> <li>There is nothing (sensitive). The route appears to be far from residential areas.</li> </ul> | <ul style="list-style-type: none"> <li>To enhance the project's positive impacts, it must be integrated with other modes of transportation. Additionally, it should not only serve freight transport but also include passenger transport. If it only benefits people working in industrial zones, the general public will not gain from it. It should also connect to Marmaray, and bus services should be provided from the districts.</li> <li>A station should be built in the Gebze Organized Industrial Zone, and passenger transport must be ensured accordingly.</li> </ul>   |

| Date       | Location      | Stakeholder                     | Responsibility                                   | Questions   | Positive Opinion  | Concern  | Suggestion   |
|------------|---------------|---------------------------------|--|---|---|--|--|
|            |               |                                 |  |   | <p>mentioned location. There is no overlap, just proximity.</p> <ul style="list-style-type: none"> <li>There are ongoing projects in the region such as the "Logistics Village," "High-Speed Train," and "Customs Operations." This project should be integrated with those initiatives, including station connections.</li> <li>The project being distant from residential areas is a plus. However, stations and passenger transport are essential. It should benefit the citizens.</li> <li>This region is predominantly industrial. There is very little agriculture or livestock farming.</li> </ul> |  | <ul style="list-style-type: none"> <li>Integration with other transport lines should be carefully considered.</li> <li>Gebze Technical University, TSE (Turkish Standards Institute), and Gebze OIZ can be consulted.</li> </ul>   |
| 12.05.2025 | Kocaeli/Izmit | Kocaeli Governorship            | 1 participant<br>Civil Engineer                  | <ul style="list-style-type: none"> <li>No question</li> </ul> | <ul style="list-style-type: none"> <li>Kocaeli is an industrial region, so the investment makes sense.</li> <li>It would be economically beneficial.</li> <li>The area is predominantly industrial; there is no agriculture or livestock farming.</li> <li>There is no project planned on that line</li> </ul>  | <ul style="list-style-type: none"> <li>There would be no negative impact.</li> <li>There are no particular sensitivities.</li> <li>There would be no negative impact on agriculture and livestock.</li> </ul>  | <ul style="list-style-type: none"> <li>Port and customs companies can be consulted.</li> </ul>   |
| 12.05.2025 | Kocaeli/Izmit | East Marmara Development Agency | 1 participant<br>Kocaeli Regional Representative | <ul style="list-style-type: none"> <li>No question</li> </ul> | <ul style="list-style-type: none"> <li>Freight from the OIZs would reach the ports faster, more safely, and at lower cost.</li> <li>Giving importance to passenger transport would also solve many of our problems. For instance, reaching airports from Kocaeli without a private car is very difficult. There's also traffic caused by incoming workers. Freight is currently transported by trucks, which is cumbersome, costly, and worsens traffic. A railway system with proper connections and appropriately located passenger stops could significantly reduce these major problems.</li> </ul>   | <ul style="list-style-type: none"> <li>Part of the route passes quite far to the north, where there are forests. (We) are concerned about potential forest destruction. There are also water resources in that area. These issues must be addressed carefully.</li> <li>If the concerns (we) mentioned are taken seriously—particularly the port and OIZ connectivity—the project will succeed.</li> </ul> | <ul style="list-style-type: none"> <li>There is a strong OIZ infrastructure in Gebze. There is a goal for the western region to become a logistics hub. Rail infrastructure in these areas is weak. If the mentioned project includes connection lines between the OIZs and ports, it would be very beneficial for our region.</li> <li>Currently, there are many independent projects in the region, but they are all isolated hubs. That's why it's very important for this project to be developed in an intermodal way. These hubs need to be fully interconnected in order to achieve maximum efficiency. Also, it would be very beneficial if the project starts in the Dilovası area, as there are several nearby ports and notable factories there. If the project is designed to integrate with planned OIZs across the country, not just this area, we can achieve maximum national benefit.</li> <li>Work should be designed to avoid harming forests as much as possible. Coordination with the Forestry Directorate is essential, and watershed protection plans should be taken into account.</li> <li>There was a Gulf Workshop held in the Tepeköy area. There's also a Logistics Village Project, which might be located near the project's route.</li> </ul> |

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| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 83 |

| Date       | Location        | Stakeholder                   | Responsibility  | Questions   | Positive Opinion   | Concern  | Suggestion  |
|------------|-----------------|-------------------------------|---|---|--|--|---|
|            |                 |                               |   |   |  |  | <ul style="list-style-type: none"> <li>• Collaboration with such projects should be prioritized.</li> <li>• It would be appropriate to provide information through official letters to institutions and consultation meetings with stakeholders.</li> <li>• Forestry directorates, the State Hydraulic Works (DSİ), and planned OIZs should be consulted.</li> <li>• To ensure the expected benefits in freight transportation— the primary goal of the proposed railway project— its route should be evaluated by including connections to all planned industrial zones in Kocaeli and to the Köseköy Logistics Center, which plays a significant role in national industrial production.</li> </ul> |
| 13.05.2025 | İstanbul/Tuzla  | AFAD Akfırat Service Building | 1 participant<br>AFAD Unit Director                   | <ul style="list-style-type: none"> <li>• No question</li> </ul> | <ul style="list-style-type: none"> <li>• It would have a positive impact. It would reduce traffic and ease entry/exit to and from Istanbul. It's a long route.</li> <li>• The transportation of materials to the planned container and storage area in the future— especially from the airports— will be beneficial for us.</li> </ul>   | <ul style="list-style-type: none"> <li>• No negative impact is expected.</li> <li>• There are no sensitivities; the route passes through a convenient area.</li> </ul>   | <ul style="list-style-type: none"> <li>• In the event of a disaster, we will use Sabiha Gökçen as a base. It can also be integrated with Istanbul Airport.</li> <li>• Many residents of Aydınlı Neighborhood work in the Gebze industrial zone. If passenger transportation is included, it would be advantageous. It would be a beneficial investment.</li> <li>• We recommend that you contact the Provincial Disaster and Emergency Directorate located in the Hasdal Service Building, and that project information should be provided starting from the central authorities.</li> </ul>  |
| 13.05.2025 | İstanbul/Tuzla  | Tuzla District Governorate    | 1 participant<br>Director of Administrative Affairs   | <ul style="list-style-type: none"> <li>• No question</li> </ul> | <ul style="list-style-type: none"> <li>• It would be very beneficial for Tuzla. There are five Organized Industrial Zones (chemical, marble, etc.). It would have a positive effect in reducing traffic.</li> <li>• Tuzla region needs this. Tuzla is quite far across, so it might be useful.</li> </ul>  | <ul style="list-style-type: none"> <li>• No negative impact is expected.</li> <li>• There is no agriculture in the district. There used to be okra fields in the upper areas, but now there are none.</li> </ul>   | <ul style="list-style-type: none"> <li>• Passenger transportation should be provided. There are many people commuting frequently between Çayırova, Darıca, Gebze, and Tuzla.</li> <li>• Opinions of OSB representatives should be consulted.</li> </ul>   |
| 13.05.2025 | İstanbul/Pendik | Pendik Municipality           | 1 participant<br>Deputy Director of Zoning and Branch | <ul style="list-style-type: none"> <li>• No question</li> </ul> | <ul style="list-style-type: none"> <li>• The biggest benefit to Istanbul will be in terms of traffic. It will positively affect heavy vehicle traffic. Traffic will decrease.</li> <li>• It will have a positive impact and reduce traffic.</li> <li>• It is a beneficial project for Istanbul, but Pendik will not be much affected.</li> <li>• It will be very beneficial for both freight and passenger transportation.</li> <li>• Having a new transportation route is a great advantage in case of an earthquake. The North Marmara axis is important for AFAD.</li> <li>• Population is shifting towards Gebze, so it will be beneficial from that perspective as well.</li> </ul> | <ul style="list-style-type: none"> <li>• There will be no negative impact.</li> <li>• There is no sensitivity. The line going through northern Istanbul does not enter residential areas much.</li> <li>• In the northern villages, there are 2-3 villages of Pendik district where agriculture and livestock are practiced, but the proportion is small. There will be no impact.</li> <li>• There is a planned Turkish-Japanese University project. Infrastructure work is still ongoing.</li> </ul> | <ul style="list-style-type: none"> <li>• Passenger transportation should be provided. Studies should be conducted with İBB (Istanbul Metropolitan Municipality) and district municipalities. For example, if bus terminals are relocated to less congested areas along this route, it would greatly help reduce traffic.</li> <li>• İBB and Istanbul Water and Sewerage Administration (İSKİ) can be consulted.</li> </ul>  |

**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 84

| Date       | Location            | Stakeholder                     | Responsibility  | Questions  | Positive Opinion  | Concern  | Suggestion  |
|------------|---------------------|---------------------------------|---|--|---|--|---|
| 13.05.2025 | İstanbul/Çekmeköy   | Çekmeköy Municipality           | 1 participant<br>Public Works Chief   | <ul style="list-style-type: none"> <li>No question</li> </ul>                    | <ul style="list-style-type: none"> <li>Positive and important in terms of transportation. The project will be from the north direction.</li> <li>Property values have increased. Development in the north has increased. Therefore, a transportation network is essential.</li> </ul>   | <ul style="list-style-type: none"> <li>It will not be very beneficial for Çekmeköy.</li> <li>Expropriations may cause grievances.</li> <li>The project area is actually agricultural land but it is not as actively used as before. If it is opened for zoning (development), it will have an impact.</li> </ul>   | <ul style="list-style-type: none"> <li>It would be better if a station is added.</li> <li>There is a metro demand in the Nişantepe/Emlak Konut area. This could be considered.</li> </ul>   |
| 13.05.2025 | İstanbul/Sancaktepe | Sancaktepe Municipality         | 1 participant<br>Directorate of Planning and Projects - Transportation Unit | <ul style="list-style-type: none"> <li>The final form of the project.</li> </ul> | <ul style="list-style-type: none"> <li>It is a positive project for the economy and traffic.</li> </ul>   | <ul style="list-style-type: none"> <li>There will be positive effects. However, since it passes through our northeastern district, which has many green areas, the project should avoid destruction. There should be no environmental damage for the project.</li> </ul>   | <ul style="list-style-type: none"> <li>No suggestion / feedback</li> </ul>  |
| 13.05.2025 | İstanbul/Sancaktepe | Sancaktepe District Governorate | 1 participant<br>District Governor  | <ul style="list-style-type: none"> <li>No question</li> </ul>                    | <ul style="list-style-type: none"> <li>It is anticipated that the project, which is expected to pass through the boundaries of our Sancaktepe district, is of significant importance for the region.</li> <li>Positive impacts expected from the project include the strengthening of transportation infrastructure, enhancement of logistics capabilities, revitalization of the regional economy, expansion of employment opportunities, and an increase in property and investment value.</li> <li>Additionally, by increasing the freight transport capacity along Istanbul's east-west axis, it will contribute to easing traffic congestion.</li> </ul> | <ul style="list-style-type: none"> <li>Some areas within our district boundaries include environmentally sensitive zones such as forest areas, water basins, and natural protected areas. Moreover, there are densely populated residential neighborhoods in certain areas that require special attention. Therefore, natural and social values should be taken into consideration in project planning.</li> <li>Potential adverse impacts during the project process may include noise, dust, and environmental pollution, risks to agricultural areas and natural habitats, effects on existing infrastructure, and social unrest in some areas due to expropriation. To minimize these effects, the environmental impact assessment process should be carried out with great care.</li> </ul> | <ul style="list-style-type: none"> <li>Although Sancaktepe is undergoing urban transformation and development, small-scale agricultural and livestock production activities are still ongoing in the northern parts of the district. Supporting these activities is important for maintaining the ecological balance of the region.</li> <li>All communications regarding the project process should be conducted through official correspondence. However, the process should be carried out transparently through periodic inter-institutional coordination meetings, stakeholder engagement workshops, and local information sessions. Relevant public institutions, local governments, neighborhood representatives (mukhtars), and civil society organizations should be included in this process.</li> <li>It is recommended that the Environmental Impact Assessment (EIA) report be prepared through broad consultations, that the views of the local population be taken into account, that environmental and social sensitivities be prioritized in route planning, that expropriation processes be conducted fairly, transparently, and swiftly, and that both temporary and permanent measures be taken to ensure the continuity of agricultural and livestock activities.</li> </ul> |
| 13.05.2025 | İstanbul/Çekmeköy   | Çekmeköy District governorship  | 1 participant<br>Director of Administrative Affairs                         | <ul style="list-style-type: none"> <li>No question</li> </ul>                    | <ul style="list-style-type: none"> <li>From the perspective of the region, it is a belated but a good investment project.</li> <li>We believe it will reduce the traffic problem in the region. This will be a positive development. Traffic and related issues will decrease, benefiting people commuting to and from work. It will reduce the number of freight trucks. The roads in this area are also</li> </ul>  | <ul style="list-style-type: none"> <li>Even the slightest disruption on the highway paralyzes traffic. The tunnel project on the Alemdağ side, ongoing for two years, has paralyzed traffic.</li> <li>People face significant difficulties in areas where construction sites are located. If construction sites are set up in the wrong place for a long period, they can negatively affect both people and the environment.</li> </ul>  | <ul style="list-style-type: none"> <li>Taking people's opinions into account, ensuring logical integration with other lines, and completing the construction process in the shortest possible time will increase positive impacts.</li> <li>Project information activities should be carried out through official correspondence.</li> </ul>  |

| Date       | Location             | Stakeholder  | Responsibility                                       | Questions   | Positive Opinion   | Concern   | Suggestion   |
|------------|----------------------|--|--|---|--|---|--|
|            |                      |  |  |   | narrow. Since widening the road or creating new roads at entrances and exits is very limited, the railway will be more advantageous.   |   |  |
| 13.05.2025 | İstanbul/Sultanbeyli | Sultanbeyli Municipality and District governorship | 2 participants<br>District governor and deputy mayor | <ul style="list-style-type: none"> <li>No question</li> </ul> | <ul style="list-style-type: none"> <li>It was mentioned that the project would not directly affect the district much, but that it passes through Mecidiye Neighborhood, where there are multiple schools.</li> <li>It was emphasized that having the line underground would be safer, especially for students' transportation.</li> <li>Positive impacts include shifting transportation from road to rail, reducing transport costs, and facilitating traffic and airport access.</li> <li>Considering the situations mentioned in the studies, it is thought that there will be no problem from the municipality's perspective.</li> </ul> | <ul style="list-style-type: none"> <li>It was noted that if the route passes above ground, it would divide property areas, block school routes, and impact the stream flow.</li> <li>It was noted that in the western part of the route, the municipality has an urban transformation project of approximately 25 km<sup>2</sup>, and there are constructions and an active factory in the area.</li> </ul> | <ul style="list-style-type: none"> <li>To increase positive impacts, it was suggested that stations should be planned in a way that citizens can benefit from them.</li> <li>To reduce negative impacts, it was stated that the line should be placed underground and access to cemeteries, schools, and hobby-purpose nurseries should not be blocked.</li> </ul>   |
| 14.05.2025 | İstanbul/Üsküdar     | TCDD 1st Regional Directorate                      | 1 participant<br>Regional Director                   | <ul style="list-style-type: none"> <li>No question</li> </ul> | <ul style="list-style-type: none"> <li>There will be stations at both Sabiha Gökçen and İstanbul Airport (IGA). In this respect, integration is important. The project will connect to Thrace via Çatalca. It is very important as an alternative route.</li> <li>Transportation is essential, and this project will be very beneficial in that respect.</li> </ul>  | <ul style="list-style-type: none"> <li>There would be no negative impact.</li> <li>There is no agriculture in the area, so no negative impact in this regard.</li> </ul>  | <ul style="list-style-type: none"> <li>Access to Halkalı from the north should be ensured. Integration with the Thrace High-Speed Train (YHT) is crucial.</li> <li>As an institution, we are not conducting many projects, but it may intersect with the Gayrettepe-Halkalı metro line and could be integrated.</li> <li>Meetings should be held with airport authorities, local municipalities, and district governorships.</li> </ul>  |
| 14.05.2025 | İstanbul/Üsküdar     | DSİ 14th Regional Directorate                      | 1 participant<br>Regional Director                   | <ul style="list-style-type: none"> <li>No question</li> </ul> | <ul style="list-style-type: none"> <li>It will contribute to the country's economy. Logistics companies will benefit from it.</li> </ul>   | <ul style="list-style-type: none"> <li>There should be no grievances caused by expropriation. If citizens' land is taken, that would be a negative outcome.</li> </ul>  | <ul style="list-style-type: none"> <li>Passenger transportation should be included, and the public should benefit.</li> <li>The project must be compatible in terms of safety, economy, and aesthetics.</li> <li>Dams are an important issue. There are many dams that could be affected and this must be taken into consideration</li> <li>Specific issues that the project should pay attention to or take additional precautions (More detailed information, please refer to <i>Appendix-1: Minutes of Meeting</i>)</li> <li>For conversion decisions, consultations should be held with: <ul style="list-style-type: none"> <li>Provincial Directorate of Agriculture</li> <li>Provincial Directorate of Environment, Urbanization and Climate Change for natural conservation areas</li> <li>Provincial Directorate of Culture and Tourism and the relevant Conservation Boards for archaeological sites</li> </ul> </li> </ul> |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 86 |

| Date       | Location            | Stakeholder                     | Responsibility                                    | Questions   | Positive Opinion  | Concern   | Suggestion  |
|------------|---------------------|---------------------------------|---|---|---|---|---|
|            |                     |                                 |   |   |   |   | <ul style="list-style-type: none"> <li>o ISKI for watershed and water-related matters.</li> </ul>   |
| 15.05.2025 | İstanbul/Arnavutköy | Arnavutköy Municipality         | 1 participant<br>Planning and<br>Project Chief    | <ul style="list-style-type: none"> <li>• No question</li> </ul>   | <ul style="list-style-type: none"> <li>• It will have a positive impact on our region, contributing both to transportation and to the industrial zone.</li> <li>• Many people travel from Arnavutköy to Sabiha Gökçen. It takes a long time. For an alternative route, one has to go to Edirnekapi to board. The journey, including the metro transfer from Edirnekapi, takes nearly two hours. Passenger transportation along this route would be beneficial.</li> <li>• Implementing passenger transportation would help reduce traffic congestion and thus contribute positively.</li> </ul>                                       | <ul style="list-style-type: none"> <li>• Housing may be affected, and the expropriation process could lead to grievances.</li> <li>• Terkos Dam in Arnavutköy and Çatalca districts, and Sazlıbosna Dam in our district, are ecologically valuable water resources and might be affected by the project. Similarly, the TOKİ residences fall within the project corridor and are likely to be affected.</li> <li>• Terkos and Sazlıbosna dams exist. Though they are far from the watershed zones, caution should still be exercised during the construction phase. Tayakadın, a forested and green area near Sabiha Gökçen Airport, may draw public opposition if the railway passes through that area.</li> <li>• Villagers cultivate the land, but it's limited. There is no private ownership; most users are informal (people living in the area and engaged in agriculture).</li> <li>• It appears that there are existing residences constructed by the Ministry of Environment and Urbanization in the area.</li> </ul> | <ul style="list-style-type: none"> <li>• It would be beneficial to consult with ISKI, especially for regular monitoring of dams and ponds.</li> </ul>   |
| 15.05.2025 | İstanbul/Çatalca    | Çatalca Municipality            | 1 participant<br>Planning and<br>Project Director | <ul style="list-style-type: none"> <li>• What will be the capacity of this transportation activity?</li> <li>• Will it enter the pasturelands?</li> <li>• What will happen to the freight arriving in Çatalca?</li> </ul> | <ul style="list-style-type: none"> <li>• It is a very good thing for the district. It makes sense in terms of transportation.</li> </ul>  | <ul style="list-style-type: none"> <li>• The route makes sense. However, nature should not be damaged. This district was heavily affected by the Northern Marmara Motorway project—especially in terms of dust, dirt, and pollution.</li> <li>• It is an agricultural area. In the İzzettin and Nakkaş regions, agriculture and livestock activities are ongoing. There are pasturelands.</li> </ul>  | <ul style="list-style-type: none"> <li>• It should not just pass through transit. There should be stations and passenger transportation. In that case, a cost-benefit balance can be established.</li> <li>• The Thrace Free Zone and Çayırova Industrialists' and Businesspeople Association (ÇASIAD) should be consulted. The Provincial Directorate of Agriculture should be consulted.</li> </ul>   |
| 15.05.2025 | İstanbul/Eyüpsultan | Eyüpsultan District Governorate | 1 participant<br>District Governor                | <ul style="list-style-type: none"> <li>• There is a railway line for passage on the Yavuz Sultan Selim Bridge, but (we) have no information about the project itself.</li> </ul>  | <ul style="list-style-type: none"> <li>• Especially the reduction of traffic congestion, acceleration of intercity access, and strengthening of the connection between Istanbul's two airports will have positive impacts.</li> <li>• As agriculture and animal husbandry continue to decline, people have started selling their land, and the introduction of zoning will please local residents. Landowners who do not actively engage in farming may economically benefit by selling their agricultural land.</li> <li>• As in all regions of Istanbul, (we) believe this project will contribute positively to solving</li> </ul> | <ul style="list-style-type: none"> <li>• As in the construction of Sabiha Gökçen Airport, similar effects will be observed. The project is located in the northern part of our district, near Istanbul Airport, and it is anticipated that five to six villages in this area will be affected. As is known, during the construction of Istanbul Airport, approximately 130,000 decares of land were used in total, with 30,000 decares allocated from within our district borders. Similarly, in this project, the expropriation of certain lands and the rezoning of some agricultural lands may be in question. Accordingly, in the long term, an</li> </ul>  | <ul style="list-style-type: none"> <li>• The negative impacts mentioned are mostly on an individual basis. Naturally, some level of adverse effects can be expected in all large-scale projects. However, considering the long-term contributions such projects will bring to the city, these impacts are inevitable but can be managed more effectively if relevant institutions act with sensitivity to local concerns.</li> <li>• It would be beneficial to consult the Chamber of Agriculture and Provincial Directorates of Agriculture to obtain information on areas that may need to be rezoned.</li> <li>• The most appropriate method for informing about the project is first to notify all institutions via official</li> </ul> |

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| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 87 |

| Date       | Location            | Stakeholder                  | Responsibility  | Questions   | Positive Opinion   | Concern  | Suggestion   |
|------------|---------------------|------------------------------|---|---|--|--|--|
|            |                     |                              |   |   | traffic congestion and related problems here as well.  | <p>increase in residential development and population density in the area is expected.</p> <ul style="list-style-type: none"> <li>There are citizens who are not legally owners but are actively using some agricultural lands. These individuals may experience a reduction in their current areas of use. In addition, some lands may be reclassified as 2B (forestry land subject to private ownership) within the scope of the project.</li> <li>On the other hand, the route passing through forest areas may be criticized by environmentally conscious individuals, especially those living outside the city.</li> <li>These impacts will mostly be felt on an individual level.</li> <li>Some areas within our district have environmentally sensitive features such as forest areas, water basins, and natural conservation sites. In addition, there are densely populated residential areas in some neighborhoods that require special attention. Therefore, the planning of the project should take into account both natural and social values.</li> <li>Currently, it is known that agriculture and livestock activities are carried out in 4-5 villages, but the number of people involved in these activities is gradually decreasing in each village. Thus, we cannot speak of a significant impact under the project.</li> </ul> | correspondence, followed by face-to-face meetings for stakeholder engagement sessions.   |
| 15.05.2025 | İstanbul/Arnavutköy | Istanbul Airport             | 1 participant<br>OHS Chief<br>(Gayrettepe Metro Line Subcontractor) | <ul style="list-style-type: none"> <li>The lack of certainty is a negative point. There is no official information or clarity.</li> </ul> | <ul style="list-style-type: none"> <li>The institution offers significant time and cost advantages in terms of logistics. Currently, the port is being used, so integration of the line with this port is important.</li> </ul>            | <ul style="list-style-type: none"> <li>A potential negative aspect is the possibility of causing expropriation and environmental issues along the route. If there is no connection to the port, the project will not be beneficial.</li> <li>Agriculture and livestock still exist around the Çatalca area. However, aside from this, there is no longer any significant environmental sensitivity in the region. During the construction of the airport, 121 ponds were drained.</li> </ul>   | <ul style="list-style-type: none"> <li>It is essential to hold meetings with the Istanbul Airport Operating Company and TCDD.</li> </ul>   |
| 15.05.2025 | İstanbul/Sarıyer    | Sarıyer District Governorate | 1 participant<br>District Governor                                  | <ul style="list-style-type: none"> <li>When will the project begin?</li> <li>Will there be intermediate stations?</li> </ul>              | <ul style="list-style-type: none"> <li>It will be beneficial for freight transport. It would reduce road freight traffic and heavy vehicle transit. Settlements are increasing, so passenger transportation should be included.</li> </ul> | <ul style="list-style-type: none"> <li>I cannot say how beneficial it would be unless it includes passenger transportation.</li> <li>Some marginal groups might consider it negatively, but it is a project integrated with society.</li> <li>Tree cutting should not be done in the Northern Marmara forests.</li> </ul>  | <ul style="list-style-type: none"> <li>Passenger transportation must be provided.</li> <li>Passenger transportation must definitely be included. The metro line in our district is insufficient. This should also be considered.</li> <li>Consult with the Northern Marmara Motorway authority.</li> </ul> |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 88 |

| Date       | Location             | Stakeholder   | Responsibility  | Questions   | Positive Opinion   | Concern  | Suggestion   |
|------------|----------------------|---|---|---|--|--|--|
|            |                      |   |   |   |  | <ul style="list-style-type: none"> <li>Agriculture and animal husbandry still exist in the rural parts of the region. Especially in Demirciköy and Kısırkaya, livestock activities are ongoing. In the neighborhoods of Gümüşdere and Uskumru, there is also an ongoing greenhouse production on 200 decares of land.</li> </ul>   |  |
| 12.07.2025 | Pendik               | Pendik Culture, Arts, and Sports Club                           | 1 participant<br>Association<br>President   | <ul style="list-style-type: none"> <li>Information about the project</li> </ul> | <ul style="list-style-type: none"> <li>The positive impact is the contribution it will make to existing transportation conditions. There are issues with transportation vehicle schedules in the region. In this regard, it is anticipated that these issues will decrease within the scope of the project, including passenger transportation.</li> </ul> | <ul style="list-style-type: none"> <li>No concern.</li> </ul>  | <ul style="list-style-type: none"> <li>It has been stated that meetings would be beneficial for providing information about the project. It has been emphasized that it is necessary to organize a meeting with the participation of NGO representatives.</li> <li>There is a request to extend public transportation schedules and increase their frequency.</li> <li>It has been emphasized that train stations must be designed outside of a specific design framework. It has been stated that stations should incorporate various art forms rather than relying on conventional and monotonous artistic expressions.</li> </ul> |
| 17.07.2025 | Çekmeköy / Ömerli    | Ömerli Cultural Heritage Preservation and Promotion Association | 2 participants<br>Vice President<br>Member of<br>association  | <ul style="list-style-type: none"> <li>Information about the project</li> </ul> | <ul style="list-style-type: none"> <li>The project is considered a positive initiative that could address the existing transportation issues in the region.</li> </ul>   | <ul style="list-style-type: none"> <li>It was noted that if precautions are not taken in the context of previously implemented projects, there could be negative impacts on ecological life.</li> </ul>  | <ul style="list-style-type: none"> <li>It has been stated that meetings, the internet, and official channels can be used for project information dissemination activities.</li> <li>In this regard, the necessity of installing fences and barriers along the railway tracks to minimize negative impacts was emphasized.</li> </ul>   |
| 17.07.2025 | Sancaktepe / Paşaköy | Sancaktepe / Paşaköy Neighborhood Local Residents               | 7 participants<br>Mukhtar<br>Farmer<br>Housewife<br>Farmer<br>Retired<br>Member of<br>village council | <ul style="list-style-type: none"> <li>No question</li> </ul>                   | <ul style="list-style-type: none"> <li>They have some information about the project. They have heard from the neighborhood that such a project will be implemented.</li> <li>They are partially informed about the project.</li> </ul>   | <ul style="list-style-type: none"> <li>It has been noted that the most significant negative impacts will be on daily life (noise, ground vibrations, environmental pollution, etc.). It has also been mentioned that agricultural lands and pastures will be affected.</li> <li>It has been noted that there have been issues related to expropriation and the collection of fees in the context of previous projects carried out in the region.</li> <li>It has been stated that they have been negatively affected by the previously constructed Northern Marmara Highway.</li> <li>It was noted that the areas referred to as northern forests would be directly exposed to construction. It was also stated that they would suffer losses in this regard if expropriation were to occur.</li> <li>It was stated that the project's negative impact would be primarily economic.</li> <li>Previous projects in the region have had environmental and</li> </ul> | <ul style="list-style-type: none"> <li>Information about the project should be provided directly by the ministry.</li> <li>It emphasized that, to ensure the project is carried out correctly and with minimal harm, not only the subcontractor but also the ministry should conduct inspections and hold meetings.</li> </ul>   |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 89 |

| Date       | Location             | Stakeholder                                       | Responsibility   | Questions   | Positive Opinion  | Concern   | Suggestion  |
|------------|----------------------|---|--|---|---|---|---|
| 18.07.2025 | Beykoz               | Beykoz / Cumhuriyet Neighborhood Local Residents  | 3 participants<br>Retired<br>Retired<br>Retired                  | <ul style="list-style-type: none"> <li>No question</li> </ul>   | <ul style="list-style-type: none"> <li>It has been stated that positive impacts will definitely occur.</li> <li>It has been stated that positive effects may be observed in terms of employment.</li> <li>No negative impacts are expected.</li> <li>No environmental or social impacts have been encountered in the context of projects previously implemented in the region.</li> </ul> | <ul style="list-style-type: none"> <li>Negative impacts such as construction and operational issues are anticipated.</li> </ul>   | <ul style="list-style-type: none"> <li>The necessity of holding a meeting to provide information about the project has been emphasized.</li> </ul>  |
| 18.07.2025 | Beykoz               | Beykoz / Paşamandıra Neighborhood Local Residents | 4 participants<br>Retired<br>Retired<br>Civil servant<br>Retired | <ul style="list-style-type: none"> <li>There is curiosity about the locations of the passenger stops to be determined along the route.</li> </ul> | <ul style="list-style-type: none"> <li>Some information about the project has been obtained.</li> <li>The project's positive impacts are expected in terms of employment based on past experience.</li> </ul>   | <ul style="list-style-type: none"> <li>Negative impacts include potential delays in the expropriation process.</li> <li>Previous projects faced major challenges in terms of expropriation. As a result, local residents whose homes were expropriated were unable to obtain new properties.</li> <li>Negative impacts are also anticipated due to potential issues arising from the expropriation process.</li> </ul>  | <ul style="list-style-type: none"> <li>The recommended method for project information dissemination is to hold a meeting.</li> <li>Meetings are the preferred method in the context of project information activities.</li> </ul>   |
| 18.07.2025 | Beykoz               | Beykoz / Ali Bahadır Neighborhood Local Residents | 2 participants<br>Civil servant<br>Farmer                        | <ul style="list-style-type: none"> <li>No question</li> </ul>   | <ul style="list-style-type: none"> <li>It has been emphasized that authorities need to work closely with the local community in order to improve the positive impact of the project.</li> </ul>   | <ul style="list-style-type: none"> <li>It is believed that the project will negatively impact ecological life and nature.</li> <li>In the context of previously implemented projects, living conditions have become more difficult, particularly regarding access to and from the neighborhood and public safety. Additionally, compensation for expropriation and its collection have been insufficient. As a result, the local community is facing economic challenges.</li> <li>Noise has been identified as a potential adverse impact of the project.</li> <li>It is reported that a significant portion of the forests in the region have been damaged in previous projects. As a result, wild animals that were not previously present in the area have been observed. This poses a threat to both natural life and daily living.</li> </ul> | <ul style="list-style-type: none"> <li>Meetings are requested as the method of project information dissemination.</li> <li>A special study is expected to be conducted for farmers and livestock breeders in the region in the context of the project.</li> <li>Experts in the field should contact us to ensure the project is carried out in a more positive manner.</li> </ul> |
| 19.07.2025 | Sarıyer / Uskumruköy | Sarıyer / Uskumruköy Neighborhood Local Residents | 4 participants<br>Builder<br>Excavation Contractor<br>Retired    | <ul style="list-style-type: none"> <li>No question</li> </ul>   | <ul style="list-style-type: none"> <li>The project is expected to have positive social impacts. Transportation is expected to become more efficient and faster.</li> <li>It has been stated that previous projects had no impact.</li> <li>It has been stated that the project will not have a direct impact on sensitive groups.</li> </ul>  | <ul style="list-style-type: none"> <li>A negative impact is expected due to the region's green areas.</li> <li>The project is expected to have direct negative impacts on nature and livelihoods. During the construction phase, noise is also anticipated.</li> <li>It has been emphasized that sensitivity should be shown</li> </ul>   | <ul style="list-style-type: none"> <li>It has been emphasized that afforestation efforts should not be limited to pine trees and that tree species suitable for the region, such as oak and chestnut, should be preferred.</li> </ul>   |

| Date       | Location            | Stakeholder                                      | Responsibility  | Questions   | Positive Opinion  | Concern   | Suggestion   |
|------------|---------------------|--|---|---|---|---|--|
| 19.07.2025 | Sarıyer / Gümüşdere | Sarıyer / Gümüşdere Neighborhood Local Residents | 4 participants<br>Retired Farmer<br>Retired   | <ul style="list-style-type: none"> <li>No question</li> </ul>   | <ul style="list-style-type: none"> <li>It is stated that positive effects have been observed in terms of transportation ease from previous projects; however, no significant changes have been noted from a commercial perspective.</li> <li>It is noted that the project facilitates transportation in the region and is therefore positively received.</li> </ul> | <p>regarding pollution and environmental impacts.</p> <ul style="list-style-type: none"> <li>It is stated that no negative environmental impact is expected from the project; however, toll fees under privatization could impose an economic burden on citizens. Therefore, it is emphasized that the state should oversee the private company.</li> <li>It is emphasized that detailed planning must be conducted beforehand to ensure that the project, which will be implemented in areas where agricultural activities are carried out, does not result in income losses.</li> </ul>   | <ul style="list-style-type: none"> <li>It is stated that information dissemination efforts regarding the project should be conducted face-to-face by personnel from the relevant ministry, as this would be more reassuring and informative.</li> <li>It is emphasized that it is important for the route to include a station that can also be used by the local community.</li> <li>It has been stated that wildlife crossing bridges are necessary to protect the migration routes of wild animals living in the forest.</li> <li>It is emphasized that a station accessible to the local community is expected along the route.</li> </ul> |
| 19.07.2025 | Eyüpsultan / Ağaçlı | Eyüpsultan / Ağaçlı Neighborhood Local Residents | 7 participants<br>Farmer<br>Driver<br>Farmer<br>Manager<br>Engineer<br>Mukhtar<br>Livestock | <ul style="list-style-type: none"> <li>It is stated that there is curiosity about the impact of the excavation work to be carried out as part of the project on lakes and natural areas.</li> <li>It has been stated that sufficient information about the project has not yet been provided, and there is curiosity about whether the entire line will be above ground.</li> </ul> | <ul style="list-style-type: none"> <li>No direct impact.</li> </ul>   | <ul style="list-style-type: none"> <li>It is reported that in previous projects, livestock farming has almost completely ceased, forests have been cut down, debris has been dumped into the sea, and environmental pollution has occurred.</li> <li>It is stated that despite promises made to villagers during EIA meetings, the outcomes have been negative, and therefore the process must be conducted transparently.</li> <li>It is noted that certain groups may be affected if there is an increase in social density.</li> <li>It is stated that in previous projects, groups not involved in agriculture and livestock farming were included in the region, and the income sources of the local population have weakened.</li> <li>It is stated that in previous projects, 5,000 vehicles carrying excavated material passed through the village daily, making transportation difficult and causing damage to roads. It is noted that emergency vehicles such as ambulances face difficulties in reaching the village.</li> <li>It is assessed that the project does not directly concern them at this stage, but attention is drawn to the negative consequences arising from past experiences.</li> <li>It is stated that the closure of beach areas has led to a decrease in the number of people visiting the region and a socio-economic downturn.</li> <li>It has been expressed that there are concerns the project will not provide direct benefits to Ağaçlı.</li> </ul> | <ul style="list-style-type: none"> <li>It is emphasized that clear information is expected regarding the location where the construction sites will be established.</li> <li>It is emphasized that informational activities should be carried out by authorized and responsible public officials.</li> </ul>   |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 91 |

| Date       | Location             | Stakeholder                                       | Responsibility  | Questions   | Positive Opinion   | Concern  | Suggestion  |
|------------|----------------------|---|---|---|--|--|---|
|            |                      |   |   |   |  | <ul style="list-style-type: none"> <li>Following previous projects, it has been communicated that access to the sea was curtailed, and the local community was unable to go into the sea.</li> <li>It is stated that the Northern Marmara Highway project does not provide direct benefits to the region, and that without a station, this project would also remain ineffective.</li> <li>Attention is drawn to the environmental and economic impacts of the ponds formed by the old coal mines.</li> <li>It is emphasized that the young population is migrating to Istanbul for work, and the village is aging toward a retired population.</li> <li>It has been noted that women in the area make a living by selling milk, and that such small-scale income activities should be taken into account.</li> </ul>  |   |
| 19.07.2025 | Eyüpsultan / Odayeri | Eyüpsultan / Odayeri Neighborhood Local Residents | 2 participants<br>Shopkeeper<br>Grocer                          | <ul style="list-style-type: none"> <li>It is stated that information is expected on how the project will benefit the village community.</li> <li>Questions have been raised regarding how the project will contribute to the neighborhood, the route of freight transportation, and the necessity of such an investment.</li> </ul> | <ul style="list-style-type: none"> <li>It is stated that the project will not have any harmful effects as it will not pass directly through the village; it is also noted that guests staying at the hotel contribute to the village merchants and provide economic benefits.</li> <li>It is assessed that the project will not have a direct impact on sensitive groups.</li> <li>It is noted that previous projects have personally benefited individuals, particularly in terms of employment opportunities.</li> </ul> | <ul style="list-style-type: none"> <li>Concerns have been raised that forest areas may be damaged, villages engaged in livestock farming may be negatively affected, and such activities may come to an end.</li> <li>It is noted that surrounding villages have previously suffered significant damage during construction and that similar effects could occur in Odayeri.</li> <li>It is stated that the high volume of excavation trucks, combined with ongoing projects, could pose risks in terms of traffic and environmental pollution.</li> <li>It is stated that neighboring villages did not benefit from previous projects; these projects only served large infrastructure projects and resulted in nothing but harm for rural settlements.</li> <li>It has been stated that the rural identity of the area has undergone transformation following large-scale projects, that populations dependent on agriculture and livestock have lost their livelihoods, and that speculative increases in land values have led to villages evolving into residential complexes</li> </ul> | <ul style="list-style-type: none"> <li>It has been stated that it would be appropriate for the ministry teams to carry out the information activities.</li> <li>It is emphasized that information sessions should be conducted by ministry officials.</li> <li>It is stated that noise barriers are expected to be constructed to mitigate noise pollution during the construction process.</li> <li>It is noted that the first information about the project was obtained during the meeting. It is stated that the initial information about the project was obtained during the meeting</li> </ul> |
| 19.07.2025 | Eyüpsultan / Işıklar | Eyüpsultan / Işıklar Neighborhood Local Residents | 5 participants<br>Worker<br>Civil servant<br>Mukhtar<br>Retired | <ul style="list-style-type: none"> <li>Questions have been raised about whether the project will create local employment and whether the neighborhood residents</li> </ul>  | <ul style="list-style-type: none"> <li>No.</li> </ul>  | <ul style="list-style-type: none"> <li>It is emphasized that the pond in the neighborhood and the village as a whole should not be harmed by the project.</li> <li>It is stated that it is not desired for any further grievances to arise</li> </ul>  | <ul style="list-style-type: none"> <li>It is noted that informational activities should be conducted in person by the relevant and authorized units affiliated with the ministry.</li> <li>It has been stated that in order to sustain livestock farming, pasture</li> </ul>  |

| Date       | Location               | Stakeholder   | Responsibility   | Questions  | Positive Opinion   | Concern   | Suggestion   |
|------------|------------------------|---|--|--|--|---|--|
|            |                        |   | Retired  | will be able to participate in the construction process; it is stated that employment conditions are expected to be included in the project.                 |  | <p>due to the negative experiences from previous projects.</p> <ul style="list-style-type: none"> <li>It has been stated that negative impacts on the existing pond due to the project are not desired.</li> <li>It is noted that compensation issues arose during the expropriation process for the Northern Marmara Highway project, and that these processes should be managed more carefully in the future.</li> <li>It is mentioned that some rumors were heard during the construction of the Yavuz Sultan Selim Bridge regarding the project.</li> <li>It is stated that the protection of the medicinal spring named 'Hocapınarı' and the pond is requested to prevent negative impacts on agricultural and livestock activities.</li> <li>It is emphasized that the only pond used for firefighting purposes must not be affected.</li> <li>It is noted that the local community has not benefited from the promised employment opportunities on previous projects and that the commitments made have not been fulfilled.</li> <li>It is stated that livestock farming in the region has ceased by 80% due to restrictions on livestock movement, road access, and pastureland in the context of previous projects in the area.</li> </ul> | <p>areas need to be preserved, and fences must be constructed along the train route to ensure safety.</p> <ul style="list-style-type: none"> <li>It is stated that the process regarding the area allocated for the gendarmerie is expected to be managed transparently.</li> <li>It is requested that animal crossing bridges be constructed to protect natural life.</li> <li>It is stated that a local employment quota should be established in contracts for the projects.</li> <li>It is stated in the collective opinion that information processes should be conducted by the relevant authorities.</li> <li>It is stated that the construction of underpasses for train crossings and the installation of fences for security purposes are necessary for the operational phase of the project.</li> </ul> |
| 19.07.2025 | Arnavutköy / Tayakadın | Arnavutköy / Tayakadın Neighborhood Local Residents | 6 participants<br>Unemployed Worker<br>Worker<br>Driver<br>Worker<br>Civil servant | <ul style="list-style-type: none"> <li>It is noted that there is curiosity about whether the number of stations will be increased in the project.</li> </ul> | <ul style="list-style-type: none"> <li>It is stated that previous projects have caused some negative effects, but some individuals have secured employment in certain sectors (e.g., restaurants) and that the projects have partially added value to the neighborhood.</li> </ul> | <ul style="list-style-type: none"> <li>It is stated that livestock farmers may be affected due to the project's route, and that underpasses are necessary for this reason.</li> <li>It is noted that transportation issues persist to a significant extent, there is no İETT bus route in the neighborhood, and access to other areas is difficult.</li> <li>It is stated that no benefits were provided to them under previous projects, that insufficient attention was paid during the construction process, that accidents occurred, and that issues related to heavy vehicles arose.</li> <li>It is stated that adequate compensation was not paid during expropriation processes.</li> <li>It is stated that farming has been banned and has significantly declined, and that a large portion of the local population is not employed at the airport.</li> </ul>  | <ul style="list-style-type: none"> <li>It is emphasized that information sessions should be conducted directly by Ministry officials in the form of meetings.</li> <li>It has been stated that information obtained from ministry officials would be more reliable.</li> <li>It is noted that no prior information about the project was available, but details were learned during the meeting.</li> <li>It is stated that limited information about the project has been obtained through social media.</li> </ul>   |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 93 |

| Date       | Location  | Stakeholder                                   | Responsibility                                    | Questions  | Positive Opinion  | Concern  | Suggestion  |
|------------|---|---|---|--|---|--|---|
|            |   |   |   |  |   | <ul style="list-style-type: none"> <li>It is stated that the projects have had and may continue to have negative impacts on the environment and forest areas.</li> <li>It is stated that issues related to expropriation and loss of rights were not adequately addressed in previous projects, and that these issues have not been resolved.</li> </ul>   |   |
| 20.07.2025 | Çatalca / Nakkaş  | Çatalca / Nakkaş Neighborhood Local Residents | 3 participants<br>Retired Farmer<br>Civil servant | <ul style="list-style-type: none"> <li>It is stated that there is curiosity about whether a station will be established as part of the project.</li> </ul> | <ul style="list-style-type: none"> <li>No.</li> </ul>   | <ul style="list-style-type: none"> <li>It is noted that agricultural activities will become more difficult due to the division of fields and that alternative routes must be considered for a solution.</li> <li>Concerns have been raised that in earlier projects, blasting operations led to ground vibrations, and that noise and night-time work were also experienced.</li> <li>It is indicated that the reduction in agricultural areas has made transit more difficult, thereby increasing economic costs.</li> <li>It has been stated that in previous projects, expropriation processes resulted in grievances, with low compensation amounts being paid and ongoing court cases. Concerns have been expressed that railway projects could lead to significant harm.</li> <li>It has been stated that the land will be divided as part of the project, and that the construction of access roads will be necessary.</li> </ul> | <ul style="list-style-type: none"> <li>It is stated that the grievances of those affected must be addressed, and if necessary, land should be allocated from state-owned lands to ensure the continuation of agricultural activities.</li> <li>It is noted that passages must be constructed on a large scale, and that these passages must be sufficiently wide to accommodate large agricultural machinery such as harvesters.</li> <li>It is emphasized that the crossings must be adequately planned to ensure the continuity of agricultural activities.</li> <li>It has been mentioned that information about the project has been obtained through neighborhood rumors over the past week, and that discussions have taken place with people in the area.</li> <li>It is stated that initial information about the project was obtained through social media and drilling studies conducted on the site.</li> <li>It is stated that information about the project was obtained during the ground studies.</li> </ul> |
| 21.07.2025 | Gebze Gazetesi  | Gebze Gazetesi                                | 1 participant<br>Founder / Editor-in-Chief        | <ul style="list-style-type: none"> <li>No question.</li> </ul>   | <ul style="list-style-type: none"> <li>It has been stated that the project will have many positive aspects. It is considered a positive initiative in terms of the existing traffic problem in the region and air cargo transportation.</li> </ul>  | <ul style="list-style-type: none"> <li>The negative aspects of the project were first mentioned in terms of the route. It was noted that the starting point of the current route is located in a protected site (SİT) and is an area that is not beneficial for transportation.</li> <li>It has been noted that there are many greenhouses in the area and that livestock farming is particularly prevalent in the Darıca region.</li> </ul>   | <ul style="list-style-type: none"> <li>It has been emphasized that meetings and local communication channels should be utilized as part of the project information activities.</li> <li>It has been emphasized that integration with the Marmaray and İstanbul Metro systems is necessary to enhance the positive aspects of the project.</li> <li>As a long-term recommendation, it has been suggested that the line should be integrated with the Gebze Metro, which is currently under construction.</li> </ul>  |
| 21.07.2025 | Tuzla Municipality – Department of Technical and Social Affairs | Tuzla Municipality                            | 1 participant<br>Director of Technical Works      | <ul style="list-style-type: none"> <li>No question.</li> </ul>   | <ul style="list-style-type: none"> <li>It is anticipated that the project will reduce traffic issues in the region. In this regard, it has been noted that integrating the project with the Marmaray Gebze station would be beneficial.</li> <li>It has been noted that the Tuzla region has shipyards and organized industrial zones,</li> </ul> | <ul style="list-style-type: none"> <li>It is anticipated that the project may have negative impacts on urban planning and construction.</li> <li>There is an existing road project planned to pass near the project area from the marina. It has been noted that this partially completed project may affect the project.</li> </ul>   | <ul style="list-style-type: none"> <li>Information about the project has been obtained through official correspondence.</li> <li>It has been noted that holding a meeting during the project information dissemination phase would be beneficial.</li> <li>It has been noted that there is no agriculture or livestock farming in the Tuzla region in the context of the route.</li> </ul>  |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 94 |

| Date       | Location   | Stakeholder                             | Responsibility  | Questions  | Positive Opinion   | Concern  | Suggestion  |
|------------|--|---|---|--|--|--|---|
|            |  |   |   |  | which would provide logistical advantages.   |  |   |
| 21.07.2025 | Pendik   | Pendik District Governorate             | 1 participant<br>Director of Administrative Affairs   | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>The project is considered effective in addressing existing issues. It is also expected to be economically beneficial and feasible.</li> </ul>   | <ul style="list-style-type: none"> <li>Negative impacts such as noise and environmental pollution are anticipated during the construction process.</li> <li>It has been reported that agricultural activities are carried out in the Göçbeyli region near the route. It has been emphasized that greater sensitivity is required in this regard.</li> </ul>  | <ul style="list-style-type: none"> <li>No information was obtained about the project.</li> <li>It has been emphasized that project information should be provided through official correspondence.</li> </ul>   |
| 21.07.2025 | Pendik District Governorship                               | Tünaydın Gazetesi                       | 1 participant<br>Reporter   | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>It will have a positive impact on the existing heavy vehicle traffic in the region.</li> </ul>  | <ul style="list-style-type: none"> <li>The route passes through a forested area, and the expropriation process may create challenges. Particular attention should be given to the dense forested areas in Çatalca and Beykoz.</li> <li>Caution is required regarding the "Ömerli Dam" located along the route.</li> </ul>  | <ul style="list-style-type: none"> <li>No information about the project has been obtained.</li> <li>It has been suggested that project information activities be carried out through the local media.</li> <li>To improve the positive aspects, it is suggested that passenger stations be increased, and specific times be designated for cyclists.</li> </ul>   |
| 21.07.2025 | Sabiha Gökçen Airport Operations                           | Sabiha Gökçen Airport Operations (HEAŞ) | 3 participants<br>Chief of Lease and Concessions Project and Commercial Area Development Manager<br>Director of Environment | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>From a logistics perspective, it has been stated that the project route could provide a solution to the traffic-related issues faced by companies by facilitating access to the Gulf, thereby reducing logistics costs.</li> <li>The integration of air cargo and rail systems must be addressed with utmost care.</li> </ul> | <ul style="list-style-type: none"> <li>The project is reported to pass through the northern section, affecting the general cargo and logistics zone. It has been emphasized that in this area, especially in locations housing strategic infrastructure such as under the runway, underground construction is strictly prohibited.</li> <li>It has been emphasized that passage under the runway is not permitted, that tunnel excavation in this area is not feasible, and that effects such as soil liquefaction, vibration, and seismic activity must be addressed with utmost care.</li> <li>It was noted that small-scale livestock farming, and greenhouse activities are ongoing in the villages around Beykoz, Pendik, and the surrounding areas, and that the project route should not harm these sensitive areas.</li> </ul> | <ul style="list-style-type: none"> <li>It has been emphasized that existing initiatives aimed at expanding the cargo area should be supported.</li> <li>It has been stated that establishing a connection with the T3 line (south of the port) would be a strategic gain in terms of passenger transportation.</li> <li>It has been stated that the logistics infrastructure is not sufficiently developed at present, and therefore planning must be carried out in a coordinated and strategic manner.</li> <li>It was emphasized that the project route should be determined based on strategic priorities rather than passenger density, and it was recommended that the integration potential with the İBB "Hızray" project be evaluated.</li> </ul> |
| 22.07.2025 | Beykoz Municipality – Directorate of Planning and Projects | Beykoz Municipality                     | 3 participants<br>Planning and Projects Manager<br>Urban Planner<br>Urban Planner   | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>No.</li> </ul>  | <ul style="list-style-type: none"> <li>It has been stated that there is uncertainty regarding whether the initially proposed route overlaps with the "Hızray" line of the Istanbul Metropolitan Municipality, and therefore, it is difficult to evaluate the route without clarifying it.</li> <li>It was noted that establishing a stop (station) in Beykoz district is not appropriate, as the remaining areas are entirely designated as protected sites and agricultural land, and there is a possibility</li> </ul>   | <ul style="list-style-type: none"> <li>It has been emphasized that all communication channels must remain open throughout the process, that correspondence with relevant institutions must be conducted transparently, and that local authorities must be involved in decision-making processes.</li> </ul>   |

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| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |          |
| <b>Stakeholder Engagement Plan</b>                   |                     |          |
| Final  | Date: February 2026 | Page: 95 |

| Date       | Location   | Stakeholder  | Responsibility   | Questions  | Positive Opinion  | Concern   | Suggestion  |
|------------|--|--|--|--|---|---|---|
|            |  |  |  |  |   | <p>that the planned route may be met with public opposition.</p> <ul style="list-style-type: none"> <li>It has been stated that the project route passes through densely populated natural areas, forested regions, and agricultural lands, which poses ecological and social risks.</li> <li>It has been assessed that traffic in the center of Beykoz would be negatively affected even if the project were implemented for freight transport rather than passenger transport, and that the establishment of loading/unloading areas and similar situations would create problems.</li> <li>It has been stated that similar projects carried out in the past have experienced noise and vibration issues, and that necessary measures must be taken in this regard.</li> <li>It has been assessed that the route does not reach an effective point for passenger transportation and does not meet the current travel demands proposed for public transportation.</li> </ul> |   |
| 22.07.2025 | Beykoz District Governor's Office                  | Beykoz District Governorship                             | 1 participant<br>Director of Administrative Affairs  | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>It was assessed that the project could address traffic issues, improve accessibility, and contribute to the region if integrated with rail systems</li> </ul>  | <ul style="list-style-type: none"> <li>The project's route may cause various issues related to noise, sound, and natural surroundings.</li> <li>It has been stated that care must be taken in the location of stations, as incorrect site selection could put pressure on the rural structure.</li> <li>It has been emphasized that the village population is sensitive to interventions in their natural living areas and that communication should be established with a delicate approach.</li> </ul>  | <ul style="list-style-type: none"> <li>It has been emphasized that the project should be completed in a short time and planned in a way that ensures passenger integration.</li> <li>It has been stated that agricultural directorates, municipalities, and other public institutions should actively participate in the process, but that there is currently no clear request directed toward them.</li> <li>It has been emphasized that official correspondence regarding the project should be conducted and that the process should be carried out transparently through widely attended meetings.</li> </ul> |
| 22.07.2025 | Environmental Organizations Solidarity Association | Environmental Organizations Solidarity Association-CEKUD | General Manager  | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>It has been noted that the project will have positive effects on the existing traffic issues and, consequently, on vehicle usage.</li> </ul>   | <ul style="list-style-type: none"> <li>It was mentioned that irreversible consequences may arise if ecological balance and nature are not handled with care.</li> </ul>   | <ul style="list-style-type: none"> <li>The necessity of conducting project information activities through official channels has been emphasized.</li> </ul>   |
| 22.07.2025 | İstanbul Metropolitan Municipality                 | İstanbul Metropolitan Municipality                       | 3 participants<br>Deputy Planning and Projects Manager<br>Urban Planner and Deputy Head of Planning Department | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>It has been stated that the project could provide benefits in terms of energy and transportation, and that there is potential for the integration of rail systems from a logistical perspective.</li> <li>It has been assessed that the integration of rail system projects with Hızray and other public transportation systems</li> </ul> | <ul style="list-style-type: none"> <li>There is a possibility of settlement expansion toward the north in the natural areas (forests, basins, agricultural lands) in the northern region, and any route passing through these areas could result in irreversible consequences.</li> <li>The pressure for construction in the agricultural and livestock areas of Eyüp, Çatalca, Silivri, and Şile should not increase.</li> </ul>   | <ul style="list-style-type: none"> <li>The route should be planned to pass through areas that are forested, not used for agriculture, and not ecologically sensitive.</li> <li>Planning in the Marmara Region must be comprehensive, integrated, and aligned with higher-level decisions, not just district-level.</li> <li>Routes must comply with higher-level plans (100,000 scale) and actions must be taken based on these plans.</li> </ul>   |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |          |
|--|---------------------|----------|
| Final  | Date: February 2026 | Page: 96 |

| Date       | Location  | Stakeholder   | Responsibility  | Questions  | Positive Opinion   | Concern  | Suggestion   |
|------------|---|---|---|--|--|--|--|
|            |   |   |   |  | will increase transportation efficiency.   | <ul style="list-style-type: none"> <li>The route must not conflict with Istanbul's ecological assets such as northern forests and water basins, as their protection is a strategic priority.</li> <li>The establishment of logistics-related structures in certain areas of Istanbul should be carefully evaluated.</li> </ul>   | <ul style="list-style-type: none"> <li>Both local authorities and relevant ministries must conduct simultaneous planning in reporting and decision-making, and consulting universities would be beneficial.</li> <li>A multi-stakeholder participatory planning approach should be adopted regarding the location of stations.</li> <li>NGOs, local platforms, and scientific institutions should be included in the process within the framework of participatory planning.</li> <li>Project decisions should be evaluated not only from an engineering perspective but also in terms of cultural, social, and economic integrity.</li> </ul> |
| 22.07.2025 | Online Meeting via Zoom   | Mor Çatı Women's Shelter Foundation                               | Social Worker   | <ul style="list-style-type: none"> <li>No question.</li> </ul>   | <ul style="list-style-type: none"> <li>It is anticipated that the positive impacts of the project will contribute to improving our ranking in the European Union in the field of rail systems.</li> <li>It is stated that an increase in public transportation alternatives will have a positive impact on women.</li> </ul>   | <ul style="list-style-type: none"> <li>The project will significantly alter the established order of the community, particularly for women, and the living spaces they have established may be at risk during the construction phase.</li> <li>Similar projects carried out previously have caused issues, particularly regarding expropriation and compensation.</li> <li>The project is primarily driven by commercial concerns rather than public interest.</li> </ul>  | <ul style="list-style-type: none"> <li>A meeting involving local authorities and civil society organizations should be held as part of the project information dissemination activities.</li> <li>Expert opinions should be sought in the context of the project.</li> <li>Gender balance should be ensured among the individuals to be employed during the construction and operation phases of the project.</li> </ul>   |
| 23.07.2025 | Istanbul Provincial Disaster and Emergency Management Directorate | Istanbul Provincial Disaster and Emergency Management Directorate | 2 participants<br>Geological Engineer<br>Civil Engineer | <ul style="list-style-type: none"> <li>It has been noted that more numerical data is required for proper assessment</li> </ul> | <ul style="list-style-type: none"> <li>It has been emphasized that transportation is always essential, and that the railway connection provides an advantage in this regard.</li> <li>It has been expressed that the project is expected to provide access to the border gate.</li> <li>It has been stated that the proximity of the AFAD Tuzla Logistics Depot could have positive effects.</li> <li>It has been stated that the project route is not too far from the city center.</li> <li>It has been stated that the project provides good transportation flow from a national perspective.</li> <li>It has been stated that the Northern Marmara Highway contributes to the region.</li> </ul> | <ul style="list-style-type: none"> <li>The selection of the site may have impacts in terms of intensity and magnitude, and therefore caution is emphasized.</li> <li>Negative impacts may arise from factors such as heat, noise, and living conditions during the construction and traffic periods.</li> <li>Noise and explosions could pose disadvantages.</li> <li>The planned work should not negatively impact the process, and an alternative train route should be considered.</li> <li>The project may pose challenges such as the relocation of settlements to the region at the urban level.</li> <li>There is a landslide risk along the Northern Marmara Highway route, and risk analyses must be conducted as part of the engineering studies.</li> </ul> | <ul style="list-style-type: none"> <li>The train passage over the bridge should be evaluated in terms of earthquake safety.</li> </ul>   |
| 23.07.2025 | Istanbul Development Agency                                       | Istanbul Development Agency                                       | 1 participant<br>Strategy and Planning Specialist       | <ul style="list-style-type: none"> <li>No question.</li> </ul>   | <ul style="list-style-type: none"> <li>Railway transportation offers strategic advantages on a global scale and provides benefits in terms of cost and efficiency.</li> <li>The İstanbul-Kocaeli-Tekirdağ region holds critical importance for economic integration at</li> </ul>  | <ul style="list-style-type: none"> <li>Attention should be paid to agriculture, natural areas, and rural assets; care must be taken not to harm these areas.</li> <li>The agricultural share in Istanbul's economy is low, but preserving agricultural production, especially in the</li> </ul>  | <ul style="list-style-type: none"> <li>Planned logistics areas should be integrated with organized industrial zones and equivalent living areas.</li> <li>Traffic load should be reduced through integration with sea, air, and other new transportation routes.</li> <li>Attention should be paid to preserving agriculture, natural areas, and rural assets.</li> </ul>  |

**Istanbul North Rail Crossing Project (INRAIL)**

**Stakeholder Engagement Plan**

Final

Date: February 2026

Page: 97

| Date       | Location   | Stakeholder  | Responsibility   | Questions  | Positive Opinion  | Concern  | Suggestion  |
|------------|--|--|--|--|---|--|---|
|            |  |  |  |  | <ul style="list-style-type: none"> <li>both national and international scales.</li> <li>The region constitutes an economic area in terms of logistics, trade, and the service sector.</li> <li>Railway transportation will have a positive impact on reducing greenhouse gas emissions (27% originate from transportation).</li> <li>Green transformation targets exist in logistics, and disaster logistics plans are important for ensuring urban resilience.</li> <li>Developing alternatives and expanding integration with existing transportation systems is important.</li> <li>North-south integration would have positive effects on the project in terms of travel time and provide future advantages.</li> </ul> | <ul style="list-style-type: none"> <li>Çatalca and Silivri regions, is important.</li> <li>Unplanned freight transportation poses a threat to urban life.</li> </ul>   |   |
| 23.07.2025 | İstanbul Violence Prevention and Monitoring Center (ŞÖNİM) | İstanbul Violence Prevention and Monitoring Center (ŞÖNİM) | 1 participant<br>Manager                                 | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>The project could provide an alternative route for earthquake-related transportation.</li> <li>An alternative mode of transportation to the only available option could be beneficial, particularly for individuals at risk of violence.</li> </ul>  | <ul style="list-style-type: none"> <li>Projects harmful to the environment and nature could lead to feelings of insecurity among people.</li> <li>The expropriation of lands along the Northern Marmara Highway corridor has created negative effects by dividing the lands, making agricultural and livestock activities more difficult.</li> </ul>   | <ul style="list-style-type: none"> <li>Passage should be provided using structures such as suspension bridges and railways, if possible, with minimal damage to agricultural and natural areas.</li> <li>Expropriation should be kept to a minimum, and attention should be given to the protection of green areas.</li> </ul>  |
| 23.07.2025 | Bakırköy   | İstanbul Metropolitan Municipality Women's Center          | 1 participant<br>Clinical Psychologist – Unit Supervisor | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>The project could alleviate the existing transportation congestion in Istanbul and could be considered as an alternative solution.</li> <li>The project could have positive effects in terms of reducing the difficulties women face in urban transportation and improving the quality of life.</li> <li>It is believed that the project will not have significant negative impacts in terms of traffic, noise, and similar aspects.</li> </ul>  | <ul style="list-style-type: none"> <li>Agricultural and livestock activities are carried out in the Arnavutköy district, and such activities should be taken into consideration, especially in rural areas.</li> <li>The Marmaray line does not reach Arnavutköy, creating access difficulties in the existing public transportation system.</li> <li>Social unrest may arise if there is injustice or insufficient information during the expropriation process.</li> </ul> | <ul style="list-style-type: none"> <li>While all kinds of facilities are available in urban areas, similar conveniences should be provided for women living in rural areas.</li> <li>Transparency and consideration of public benefit must be ensured during the expropriation and underground infrastructure works.</li> </ul> |
| 23.07.2025 | Çatalca Women's Cooperative Sales Office                   | Çatalca Women's Cooperative                                | 2 participants<br>Staff – Association Volunteer          | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>The project will have a positive impact in terms of rapid transportation.</li> <li>It is expected to be an initiative that will strengthen the economy in the Çatalca region.</li> </ul>   | <ul style="list-style-type: none"> <li>The project could threaten nature and ecological life.</li> <li>Agriculture is extensively practiced in the Çatalca region, so particular care must be taken during the construction and operation phases, especially in this area.</li> </ul>  | <ul style="list-style-type: none"> <li>No suggestion.</li> </ul>  |
| 23.07.2025 | Arnavutköy   | Arnavutköy Association for Persons with Disabilities       | 1 participant<br>Vice President of the Association       | <ul style="list-style-type: none"> <li>No question.</li> </ul> | <ul style="list-style-type: none"> <li>The project is expected to have a positive impact in terms of transportation and logistics.</li> </ul>   | <ul style="list-style-type: none"> <li>The project may have negative impacts on natural life.</li> <li>Nine wetlands near the village were drained following the construction of Istanbul Airport,</li> </ul>  | <ul style="list-style-type: none"> <li>It has been suggested that information should be provided through a meeting.</li> <li>To mitigate negative impacts on natural life, it has been emphasized that new trees should be planted in place of those damaged in the region.</li> </ul>  |

| Date       | Location                 | Stakeholder   | Responsibility                      | Questions   | Positive Opinion  | Concern   | Suggestion  |
|------------|--------------------------|---|-------------------------------------|---|---|---|---|
|            |                          |   |                                     |   |   | <p>and such issues should be handled with greater sensitivity.</p> <ul style="list-style-type: none"> <li>• Agriculture and livestock farming are becoming increasingly difficult in the region.</li> </ul> |   |
| 23.07.2025 | Neighborhood Coffeehouse | Giresun Province and Districts Solidarity Association | 1 participant Association President | <ul style="list-style-type: none"> <li>• No question</li> </ul> | <ul style="list-style-type: none"> <li>• The project could be beneficial in terms of transportation.</li> </ul> | <ul style="list-style-type: none"> <li>• The project may pose a threat to natural life.</li> </ul>  | <ul style="list-style-type: none"> <li>• It is requested that project information be disseminated through the media.</li> </ul> |

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|--|---------------------|----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |          |
| Final  | Date: February 2026 | Page: 99 |

### Appendix-3: Photographs Taken During the Interviews-1<sup>st</sup> Phase of the Social Research

Appendix-3: Photographs taken during the interviews Phase-1 and Phase 2 have been prepared as a separate Word document.

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b><br><b>Stakeholder Engagement Plan</b> |                     |           |
| Final  | Date: February 2026 | Page: 100 |

#### Appendix-4: Photographs Taken During the Interviews-2<sup>nd</sup> and 3<sup>rd</sup> Phases of the Social Research

Appendix-4: Photographs taken during the interviews Phase-1 and Phase 2 have been prepared as a separate Word document.

### Appendix-5: Detailed Stakeholder List

#### PAPs around of the Project Aol (East-West Axis)-Settlement Level)-Settlement Level

| #  | Province | District    | Settlement     | Population |
|----|----------|-------------|----------------|------------|
| 1  | Kocaeli  | Gebze       | Cumhuriyet     | 10,038     |
| 2  | Kocaeli  | Çayırova    | Yeni Mahalle   | 21,192     |
| 3  | Kocaeli  | Çayırova    | Şekerpınar     | 2,847      |
| 4  | İstanbul | Tuzla       | Aydıntepe      | 27,173     |
| 5  | İstanbul | Tuzla       | İstasyon       | 26,338     |
| 6  | İstanbul | Tuzla       | Aydınlı        | 72,942     |
| 7  | İstanbul | Pendik      | Sanayi         | 2,999      |
| 8  | İstanbul | Pendik      | Kavakpınar     | 65,879     |
| 9  | İstanbul | Pendik      | Güllübağ       | 19,001     |
| 10 | İstanbul | Pendik      | Şeyhli         | 19,684     |
| 11 | İstanbul | Pendik      | Harmandere     | 9,947      |
| 12 | İstanbul | Pendik      | Ramazanoğlu    | 2,427      |
| 13 | İstanbul | Pendik      | Kurtköy        | 38,756     |
| 14 | İstanbul | Pendik      | Yenişehir      | 65,637     |
| 15 | İstanbul | Pendik      | Emirli         | 252        |
| 16 | İstanbul | Pendik      | Kurna          | 1,154      |
| 17 | İstanbul | Pendik      | Kurtdoğmuş     | 614        |
| 18 | İstanbul | Sultanbeyli | Mecidiye       | 21,859     |
| 19 | İstanbul | Sultanbeyli | Akşemsettin    | 13,886     |
| 20 | İstanbul | Sancaktepe  | Paşaköy        | 1758       |
| 21 | İstanbul | Çekmeköy    | Nişantepe      | 12,546     |
| 22 | İstanbul | Çekmeköy    | Ömerli         | 5,702      |
| 23 | İstanbul | Çekmeköy    | Reşadiye       | 2,887      |
| 24 | İstanbul | Çekmeköy    | Hüseyinli      | 849        |
| 25 | İstanbul | Beykoz      | Cumhuriyet     | 1,966      |
| 26 | İstanbul | Beykoz      | Bozhane        | 464        |
| 27 | İstanbul | Beykoz      | Öğümce         | 493        |
| 28 | İstanbul | Beykoz      | Paşamandıra    | 1,374      |
| 29 | İstanbul | Beykoz      | Ali Bahadır    | 781        |
| 30 | İstanbul | Beykoz      | Anadolu Feneri | 687        |
| 31 | İstanbul | Beykoz      | Poyrazköy      | 881        |
| 32 | İstanbul | Sarıyer     | Gariççe        | 370        |
| 33 | İstanbul | Sarıyer     | Rumeli Feneri  | 4,074      |
| 34 | İstanbul | Sarıyer     | Demirciköy     | 1,698      |
| 35 | İstanbul | Sarıyer     | Uskumruköy     | 1,0197     |
| 36 | İstanbul | Sarıyer     | Gümüşdere      | 2,519      |
| 37 | İstanbul | Sarıyer     | Kısırkaya      | 378        |
| 38 | İstanbul | Eyüpsultan  | Çiftalan       | 187        |
| 39 | İstanbul | Eyüpsultan  | Ağaçlı         | 731        |
| 40 | İstanbul | Eyüpsultan  | Odayeri        | 229        |
| 41 | İstanbul | Eyüpsultan  | Işıklar        | 549        |
| 42 | İstanbul | Eyüpsultan  | İhsaniye       | 185        |

| Istanbul North Rail Crossing Project (INRAIL)<br>Stakeholder Engagement Plan |                     |           |
|--|---------------------|-----------|
| Final  | Date: February 2026 | Page: 102 |

| #                | Province | District   | Settlement | Population |
|------------------|----------|------------|------------|------------|
| 43               | İstanbul | Arnavutköy | Bolluca    | 8446       |
| 44               | İstanbul | Arnavutköy | İmrahor    | 12,088     |
| 45               | İstanbul | Arnavutköy | Tayakadın  | 3,716      |
| 46               | İstanbul | Arnavutköy | Baklılı    | 866        |
| 47               | İstanbul | Arnavutköy | Dursunköy  | 433        |
| 48               | İstanbul | Arnavutköy | Boyalık    | 758        |
| 49               | İstanbul | Arnavutköy | Yassıören  | 675        |
| 50               | İstanbul | Çatalca    | Nakkaş     | 803        |
| 51               | İstanbul | Çatalca    | İzzettin   | 1,304      |
| 52               | İstanbul | Çatalca    | Ferhatpaşa | 28,400     |
| 53               | İstanbul | Çatalca    | Kaleiçi    | 7,617      |
| Total Population |          |            |            | 539,236    |

#### PAPs around of the Project Aol (East-West) - District Level

| #  | Province | District    | Population |
|----|----------|-------------|------------|
| 1  | Kocaeli  | Gebze       | 411,800    |
| 2  | Kocaeli  | Çayırova    | 157,503    |
| 3  | İstanbul | Tuzla       | 301,400    |
| 4  | İstanbul | Pendik      | 749,356    |
| 5  | İstanbul | Sultanbeyli | 369,193    |
| 6  | İstanbul | Sancaktepe  | 502,077    |
| 7  | İstanbul | Çekmeköy    | 306,739    |
| 8  | İstanbul | Beykoz      | 245,440    |
| 9  | İstanbul | Sarıyer     | 342,582    |
| 10 | İstanbul | Eyüpsultan  | 420,706    |
| 11 | İstanbul | Arnavutköy  | 344,868    |
| 12 | İstanbul | Çatalca     | 80,399     |

#### Stakeholder List

| Region/Bölge | Stakeholder Group/Paydaş Grubu       | Other Interested Parties/Diğer İlgili Taraflar   |
|--------------|--------------------------------------|--|
|              |                                      | Name of Stakeholder/Paydaşın Adı   |
| Nation wide  | Government Institution/Devlet Kurumu | Republic of Türkiye Ministry of National Defense / T.C. Milli Savunma Bakanlığı  |
|              |                                      | Republic of Türkiye Ministry of Transport and Infrastructure General Directorate Of Infrastructure Investments / T.C. Ulaştırma ve Altyapı Bakanlığı Altyapı Yatırımları Genel Müdürlüğü                           |
|              |                                      | Republic of Türkiye Ministry of Transport and Infrastructure General Directorate of Shipyards and Coastal Structures / T.C. Ulaştırma ve Altyapı Bakanlığı Tersaneler ve Kıyı Yapıları Genel Müdürlüğü             |
|              |                                      | Republic of Türkiye Ministry of Transport and Infrastructure General Directorate of Highways / T.C. Ulaştırma ve Altyapı Bakanlığı Karayolları Genel Müdürlüğü   |
|              |                                      | Republic of Türkiye Ministry of Transport and Infrastructure General Directorate of Turkish State Railways / T.C. Ulaştırma ve Altyapı Bakanlığı Türkiye Cumhuriyeti Devlet Demiryolları İşletmesi Genel Müdürlüğü |
|              |                                      | Republic of Türkiye Ministry of Culture and Tourism General Directorate of Cultural Heritage and Museums / T.C. Kültür ve Turizm Bakanlığı Kültür Varlıkları ve Müzeler Genel Müdürlüğü                            |
|              |                                      | Republic of Türkiye Ministry of Culture and Tourism General Directorate of Investment and Enterprises / T.C. Kültür ve Turizm Bakanlığı Yatırım ve İşletmeler Genel Müdürlüğü                                      |
|              |                                      | Republic of Türkiye Ministry of Agriculture and Forestry General Directorate of State Hydraulic Works / T.C. Tarım ve Orman Bakanlığı Devlet Su İşleri Genel Müdürlüğü   |
|              |                                      | Republic of Türkiye Ministry of Agriculture and Forestry General Directorate of Nature Conservation and National Parks / T.C. Tarım ve Orman Bakanlığı Doğa Koruma Milli Parklar Genel Müdürlüğü                   |
|              |                                      | Republic of Türkiye Ministry of Agriculture and Forestry General Directorate of Forestry / T.C. Tarım ve Orman Bakanlığı Orman Genel Müdürlüğü   |
|              |                                      | Republic of Türkiye Ministry of Agriculture and Forestry General Directorate of Agricultural Reform / T.C. Tarım ve Orman Bakanlığı Tarım Reformu Genel Müdürlüğü  |
|              |                                      | Republic of Türkiye Ministry of Agriculture and Forestry General Directorate of Plant Production / T.C. Tarım ve Orman Bakanlığı Bitkisel Üretim Genel Müdürlüğü   |

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|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 103 |

| Region/Bölge   | Stakeholder Group/Paydaş Grubu  | Other Interested Parties/Diğer İlgili Taraflar  |
|--|---|---|
|  |   | Name of Stakeholder/Paydaşın Adı  |
|  |   | Republic of Türkiye Ministry of Agriculture and Forestry General Directorate of Water Management / T.C. Tarım ve Orman Bakanlığı Su Yönetimi Genel Müdürlüğü  |
|  |   | Republic of Türkiye Ministry of Energy and Natural Resources General Directorate of Mineral Research and Exploration / T.C. Enerji ve Tabii Kaynaklar Bakanlığı Maden Tetkik ve Arama Genel Müdürlüğü   |
|  |   | Republic of Türkiye Ministry of Energy and Natural Resources General Directorate of Mining and Petroleum Affairs / T.C. Enerji ve Tabii Kaynaklar Bakanlığı Maden ve Petrol İşleri Genel Müdürlüğü  |
|  |   | Republic of Türkiye General Directorate of Petroleum Pipeline Corporation / T.C. Boru Hatları İle Petrol Taşıma Anonim Şirketi Genel Müdürlüğü  |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of EIA, Permit and Inspection / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı ÇED, İzin ve Denetim Genel Müdürlüğü   |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of Meteorology / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Meteoroloji Genel Müdürlüğü   |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate for Protection of Natural Assets / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Tabiat Varlıklarını Koruma Genel Müdürlüğü  |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of Environmental Management, Department of Air Management / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Çevre Yönetimi Genel Müdürlüğü, Hava Yönetimi Dairesi Başkanlığı   |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of Environmental Management, Department of Water and Soil Management / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Çevre Yönetimi Genel Müdürlüğü, Su ve Toprak Yönetimi Dairesi Başkanlığı                                  |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of Environmental Management, Department of Chemical Management / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Çevre Yönetimi Genel Müdürlüğü, Kimyasallar Yönetimi Dairesi Başkanlığı   |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of Environmental Management, Department of Marine and Coastal Management / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Çevre Yönetimi Genel Müdürlüğü, Deniz ve Kıyı Yönetimi Dairesi Başkanlığı                             |
|  |   | Republic of Türkiye Ministry of Environment, Urbanization and Climate Change General Directorate of Environmental Management, Department of Circular Economy and Waste Management / T.C. Çevre, Şehircilik ve İklim Değişikliği Bakanlığı Çevre Yönetimi Genel Müdürlüğü, Döngüsel Ekonomi ve Atık Yönetimi Yönetimi Dairesi Başkanlığı |
|  |   | Republic of Türkiye Ministry of Industry and Technology / T.C. Sanayi ve Teknoloji Bakanlığı  |
|  |   | Turkish Electricity Transmission Corporation / Türkiye Elektrik İletim Anonim Şirketi   |
|  |   | Republic of Türkiye Kocaeli Governorship, Provincial Disaster and Emergency Directorate / T.C. Kocaeli Valiliği, İl Afet ve Acil Durum Müdürlüğü  |
|  |   | Republic of Türkiye Doğu Marmara Development Agency / T.C. Doğu Marmara Kalkınma Ajansı   |
| Kocaeli  | Government Institution/Devlet Kurumu  | Kocaeli Governorship / Kocaeli Valiliği   |
|  |   | Kocaeli Metropolitan Municipality / Kocaeli Büyükşehir Belediyesi   |
| Kocaeli Metropolitan Municipality - Department of Transportation / Kocaeli Büyükşehir Belediyesi – Ulaşım Dairesi Başkanlığı                 |   |   |
| Kocaeli Provincial Directorate of Culture and Tourism / Kocaeli İl Kültür ve Turizm Müdürlüğü  |   |   |
| Kocaeli Provincial Directorate of Environment, Urbanization and Climate Change / Kocaeli Çevre, Şehircilik ve İklim Değişikliği İl Müdürlüğü |   |   |
| Kocaeli Provincial Security Directorate / Kocaeli İl Emniyet Müdürlüğü   |   |   |
| Kocaeli Provincial Gendarmerie Directorate / Kocaeli İl Jandarma Müdürlüğü   |   |   |
| DSİ 15 <sup>th</sup> Branch Directorate İzmit / DSİ 15. Şube Müdürlüğü İzmit   |   |   |
| Gebze Wastewater Treatment Plant / Gebze Atıksu Arıtma Tesisi  |   |   |
| Çayırova District Governorship / Çayırova Kaymakamlığı   |   |   |
| Çayırova Municipality / Çayırova Belediyesi  |   |   |
| Çayırova District Special Administration / Çayırova İlçe Özel İdaresi  |   |   |
| Çayırova District Police Department / Çayırova İlçe Emniyet Müdürlüğü  |   |   |
| Turkish Standards Institute / Türk Standartları Enstitüsü  |   |   |
| Kocaeli Provincial Directorate of National Education / Kocaeli İl Milli Eğitim Müdürlüğü   |   |   |
| Educational Institution/Eğitim Kurumu  |   | Kocaeli University / Kocaeli Üniversitesi   |
|  | Gebze Technical University / Gebze Teknik Üniversitesi  |   |
|  | Kocaeli University of Health and Technology / Kocaeli Sağlık ve Teknoloji Üniversitesi                    |   |
|  | Çayırova District Directorate of National Education / Çayırova İlçe Milli Eğitim Müdürlüğü                |   |
|  | Gebze Fatih Vocational and Technical Anatolian High School / Gebze Fatih Mesleki ve Teknik Anadolu Lisesi |   |

#### Local Educational Institutions-Kocaeli

| District | Settlement | Turkish                         | English                                |
|----------|------------|---------------------------------|--|
| Gebze    | Cumhuriyet | Bilgi İlkokulu                  | Bilgi Primary School                   |
| Gebze    | Cumhuriyet | Ertuğrulgazi Ortaokulu          | Ertuğrulgazi Secondary School          |
| Gebze    | Cumhuriyet | Ertuğrulgazi İlkokulu           | Ertuğrulgazi Primary School            |
| Gebze    | Cumhuriyet | Cumhuriyet Anadolu Lisesi       | Cumhuriyet Anatolian High School       |
| Gebze    | Cumhuriyet | Gebze Cumhuriyet Anadolu Lisesi | Gebze Cumhuriyet Anatolian High School |
| Gebze    | Cumhuriyet | Atatürk Anadolu Lisesi          | Atatürk Anatolian High School          |
| Gebze    | Cumhuriyet | Gebze Teknik Üniversitesi       | Gebze Technical University             |

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| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 104 |

|          |              |  |  |
|----------|--------------|--|--|
| Çayırova | Yeni Mahalle | Yenimahalle İlk Orta Ve İmam Hatip Okulu | Yenimahalle Primary, Secondary and Imam Hatip School |
| Çayırova | Şekerpınar   | Şekerpınar İlkokulu                      | Şekerpınar Primary School                            |
| Çayırova | Şekerpınar   | Şekerpınar İmam Hatip Ortaokulu          | Şekerpınar İmam Hatip Secondary School               |
| Çayırova | Şekerpınar   | Çayırova Halk Eğitim Merkezi             | Çayırova Public Education Center                     |

|                |   |  |
|----------------|---|--|
| <b>Kocaeli</b> | <b>Health Institution/Sağlık Kurumu</b> | Kocaeli City Hospital / Kocaeli Şehir Hastanesi                        |
|                |   | Kocaeli Provincial Directorate of Health / Kocaeli İl Sağlık Müdürlüğü |
|                |   | Çayırova District Health Directorate / Çayırova İlçe Sağlık Müdürlüğü  |

#### Local Health Institutions-Kocaeli

| District | Settlement   | Turkish   | English  |
|----------|--------------|---|--|
| Gebze    | Cumhuriyet   | Johns Hopkins Anadolu Sağlık Merkezi Hastanesi                  | Johns Hopkins Anadolu Medical Center Hospital                                    |
| Gebze    | Cumhuriyet   | Kocaeli Gebze Şehit Mehmet Kartal Aile Sağlığı Merkezi          | Kocaeli Gebze Martyr Mehmet Kartal Family Health Center                          |
| Gebze    | Cumhuriyet   | Gebze 4 Nolu Acil Yardım İstasyonu                              | Gebze No. 4 Emergency Aid Station  |
| Gebze    | Cumhuriyet   | Çayırova Şekerpınar Aile Sağlık Merkezi                         | Çayırova Şekerpınar Family Health Center   |
| Çayırova | Yeni Mahalle | T.C. Sağlık Bakanlığı Çayırova Yenimahalle Aile Sağlığı Merkezi | Republic of Türkiye Ministry of Health Çayırova Yenimahalle Family Health Center |
| Çayırova | Yeni Mahalle | Kocaeli Çayırova Menderes Aile Sağlığı Merkez                   | Kocaeli Çayırova Menderes Family Health Center                                   |
| Çayırova | Yeni Mahalle | Kocaeli Çayırova Devlet Hastanesi                               | Kocaeli Çayırova State Hospital  |
| Çayırova | Şekerpınar   | Çayırova Şekerpınar Aile Sağlık Merkezi                         | Çayırova Şekerpınar Family Health Center   |

#### Local Institutions in Kocaeli

|                |  |  |   |   |                                 |
|----------------|--|--|---|---|---------------------------------|
| <b>Kocaeli</b> | <b>Agriculture, Livestock and Fisheries Institution/Tarım, Hayvancılık ve Balıkçılık</b> | Kocaeli Provincial Directorate of Agriculture and Forestry / Kocaeli İl Tarım ve Orman Müdürlüğü   |   |   |                                 |
|                |  | Çayırova District Directorate of Agriculture and Forestry / Çayırova İlçe Tarım ve Orman Müdürlüğü |   |   |                                 |
|                |  | Çayırova Chamber of Agriculture Presidency / Çayırova Ziraat Odası Başkanlığı                      |   |   |                                 |
|                | <b>Transportation Institution/Ulaşım</b>   | Çayırova Seed Certification Test Directorate / Çayırova Tohum Sertifikasyon Test Müdürlüğü         |   |   |                                 |
|                |  | TCDD İzmit Maintenance Directorate / TCDD İzmit Bakım Müdürlüğü                                    |   |   |                                 |
|                |  | TCDD 1 <sup>st</sup> Regional Directorate / TCDD 1. Bölge Müdürlüğü                                |   |   |                                 |
|                | <b>Media/Medya</b>   | Çayırova Chamber of Commerce and Industry / Çayırova Ticaret ve Sanayi Odası                       |   |   |                                 |
|                |  | Çağdaş Kocaeli Newspaper / Çağdaş Kocaeli Gazetesi   |   |   |                                 |
|                |  | Gölcük Postası Newspaper / Gölcük Postası Gazetesi   |   |   |                                 |
|                |  | Bağımsız Kocaeli   |   |   |                                 |
|                | <b>Non Governmental Organizations &amp; Civil Society Organizations</b>                  | CSO  | Gebze Hearing-Impaired Education, Culture, Youth and Sports Club Association                | Gebze İşitme Engelliler Eğitim Kültür Gençlik ve Spor Kulübü Derneği        | Gebze / Kocaeli                 |
|                |  | CSO  | Gebze Hacı Bektaş Veli Culture and Solidarity Association                                   | Gebze Hacı Bektaş Veli Kültür ve Dayanışma Derneği                          | Cumhuriyet / Gebze / Kocaeli    |
|                |  | CSO  | Association for Services to Çayırova District   | Çayırova İlçesine Hizmet Derneği  | Cumhuriyet / Gebze / Kocaeli    |
|                |  | CSO  | Gebze Cumhuriyet and Adem Yavuz Neighborhoods Beautification and Sustainability Association | Gebze Cumhuriyet ve Adem Yavuz Mahalleleri Güzelleştirme ve Yaşatma Derneği | Cumhuriyet / Gebze / Kocaeli    |
|                |  | CSO  | Çayırova Mukhtars Association   | Çayırova Muhtarlar Derneği  | Şekerpınar / Çayırova / Kocaeli |
| CSO            |  | Çayırova Şekerpınar Development and Guidance Association   | Çayırova Şekerpınar Gelişim ve Rehberlik Derneği  | Şekerpınar / Çayırova / Kocaeli   |                                 |

| Istanbul North Rail Crossing Project (INRAIL) |                     |           |
|---|---------------------|-----------|
| Stakeholder Engagement Plan                   |                     |           |
| Final   | Date: February 2026 | Page: 105 |

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|--|--|-----|---|--------------------------------|--------------------|
|  |  | NGO | Marmara Association for Persons with Disabilities | Marmara Engelliler Derneği     | Çayırova / Kocaeli |
|  |  | CSO | Atlas Women Producers Association                 | Atlas Kadın Üreticiler Derneği | Gebze / Kocaeli    |

#### Local Institutions in İstanbul

|          |                                       |   |   |
|----------|---------------------------------------|---|---|
| İstanbul | Government Institution/Devlet Kurumu  | Republic of Türkiye Governorship of İstanbul, Provincial Directorate of Disaster and Emergency / T.C. İstanbul Valiliği, İl Afet ve Acil Durum Müdürlüğü  |   |
|          |                                       | Republic of Türkiye İstanbul Development Agency / T.C. İstanbul Kalınma Ajansı  |   |
|          |                                       | İstanbul Governorship / İstanbul Valiliği   |   |
|          |                                       | İstanbul Metropolitan Municipality (İBB) - Department of Transportation, UKOME, İETT / İstanbul Büyükşehir Belediyesi (İBB) – Ulaşım Dairesi, UKOME, İETT |   |
|          |                                       | İstanbul Provincial Directorate of Environment, Urbanization and Climate Change / İstanbul Çevre, Şehircilik ve İklim Değişikliği İl Müdürlüğü            |   |
|          |                                       | İstanbul Provincial Directorate of Agriculture and Forestry / İstanbul İl Tarım ve Orman Müdürlüğü  |   |
|          |                                       | İstanbul Chamber of Commerce / Chamber of Industry / İstanbul Ticaret Odası / Sanayi Odası  |   |
|          |                                       | İstanbul Provincial Directorate of Culture and Tourism / İstanbul İl Kültür ve Turizm Müdürlüğü   |   |
|          |                                       | Tuzla District Governorship / Tuzla Kaymakamlığı  |   |
|          |                                       | Tuzla Municipality / Tuzla Belediyesi   |   |
|          |                                       | Pendik District Governorship / Pendik Kaymakamlığı  |   |
|          |                                       | Pendik Municipality / Pendik Belediyesi   |   |
|          |                                       | Sultanbeyli District Governorate / Sultanbeyli Kaymakamlığı   |   |
|          |                                       | Sultanbeyli Municipality / Sultanbeyli Belediyesi   |   |
|          |                                       | Sancaktepe District Governorship / Sancaktepe Kaymakamlığı  |   |
|          |                                       | Sancaktepe Municipality / Sancaktepe Belediyesi   |   |
|          |                                       | Çekmeköy District Governorate / Çekmeköy Kaymakamlığı   |   |
|          |                                       | Çekmeköy Municipality / Çekmeköy Belediyesi   |   |
|          |                                       | Beykoz District Governorship / Beykoz Kaymakamlığı  |   |
|          |                                       | Beykoz Municipality / Beykoz Belediyesi   |   |
|          |                                       | Sarıyer District Governorship / Sarıyer Kaymakamlığı  |   |
|          |                                       | Sarıyer Municipality / Sarıyer Belediyesi   |   |
|          |                                       | Eyüpsultan District Governorate / Eyüpsultan Kaymakamlığı   |   |
|          |                                       | Eyüpsultan Municipality / Eyüpsultan Belediyesi   |   |
|          |                                       | Arnavutköy District Governorship / Arnavutköy Kaymakamlığı  |   |
|          |                                       | Arnavutköy Municipality / Arnavutköy Belediyesi   |   |
|          |                                       | Çatalca District Governorship / Çatalca Kaymakamlığı  |   |
|          |                                       | Çatalca Municipality / Çatalca Belediyesi   |   |
|          |                                       | OIZ/Industry and Trade/OSB/Sanayi ve Ticaret  | İstanbul Anatolian Side OIZ Management / İstanbul Anadolu Yakası OSB Yönetimi       |
|          |                                       |   | Pendik Industrial Sites and Cooperatives / Pendik Sanayi Siteleri ve Kooperatifleri |
|          |                                       | IC İçtaş İnşaat   |   |
|          | Transportation Institution/Ulaşım     | General Directorate of TCDD Tasimacilik A.Ş. – İstanbul Region / TCDD Taşımacılık A.Ş. Genel Müdürlüğü – İstanbul Bölge                                   |   |
|          |                                       | İBB Transportation Coordination Center (UKOME) / İBB Ulaşım Koordinasyon Merkezi (UKOME)  |   |
|          |                                       | Tuzla Port Authority / Tuzla Liman Başkanlığı   |   |
|          |                                       | Sabiha Gokcen Airport Operation / Sabiha Gökçen Havalimanı İşletmesi  |   |
|          |                                       | TCDD Pendik Station / TCDD Pendik İstasyonu   |   |
|          |                                       | İstanbul Airport Operation / İstanbul Havalimanı İşletmesi  |   |
|          |                                       | Kuzey Marmara Motorway Operation / Kuzey Marmara Otoyolu İşletmesi  |   |
|          |                                       | Viaport Asya Shopping Center / Viaport Asya Alışveriş Merkezi   |   |
|          | Educational Institution/Eğitim Kurumu | Republic of Türkiye Sabancı University / T.C. Sabancı Üniversitesi  |   |

#### Local Educational Institutions-İstanbul

| District | Settlement       | Turkish  | English  |
|----------|------------------|--|--|
| Tuzla    | Aydıntepe        | Enstitü İstanbul İsmek, Tuzla Aydıntepe Eğitim Merkezi   | Enstitü İstanbul İSMEK, Tuzla Aydıntepe Training Center          |
| Tuzla    | Aydıntepe        | Aydıntepe İşitme Engelliler İlk Ve Ortaokulu   | Aydıntepe Hearing-Impaired Primary and Secondary School          |
| Tuzla    | Aydıntepe        | Tuzla Bilim Ve Sanat Merkezi(Tuzla BİLSEM)   | Tuzla Science and Art Center (Tuzla BİLSEM)                      |
| Tuzla    | Aydıntepe        | Tuzla Ahmet Yesevi Anadolu Lisesi  | Tuzla Ahmet Yesevi Anatolian High School                         |
| Tuzla    | İstasyon         | Turkish Electricity Distribution Corporation (TEDAŞ) - İstanbul Uluslararası Eğitim Ve Sertifikasyon Merkezi | TEDAŞ – İstanbul International Training and Certification Center |
| Pendik   | Sanayi Mahallesi | Pendik Kurtköy Güllübağlar Teknik Lise Ve Endüstri Meslek Lisesi   | Pendik Kurtköy Güllübağlar Technical and Vocational High School  |

## Istanbul North Rail Crossing Project (INRAIL)

## Stakeholder Engagement Plan

Final

Date: February 2026

Page: 106

| District    | Settlement  | Turkish  | English  |
|-------------|-------------|--|--|
| Pendik      | Güllübağ    | Cemile Çopuroğlu Ortaokulu                                   | Cemile Çopuroğlu Secondary School                                    |
| Pendik      | Güllübağ    | Pendik Mesleki Ve Teknik Anadolu Lisesi                      | Pendik Vocational and Technical Anatolian High School                |
| Pendik      | Güllübağ    | Nurullah Genç İlkokulu                                       | Nurullah Genç Primary School   |
| Pendik      | Güllübağ    | Pendik İto Özel Eğitim Uygulama Okulu                        | Pendik ITO Special Education Practice School                         |
| Pendik      | Güllübağ    | Pendik Mesleki Eğitim Merkezi                                | Pendik Vocational Training Center                                    |
| Pendik      | Güllübağ    | Tarık Buğra Anadolu Lisesi                                   | Tarık Buğra Anatolian High School                                    |
| Pendik      | Güllübağ    | Hüseyin Vassaf Bilgi Evi Ve Spor Merkezi                     | Hüseyin Vassaf Information House and Sports Center                   |
| Pendik      | Güllübağ    | Pendik Borsa İstanbul Mesleki Ve Teknik Anadolu Lisesi       | Pendik Borsa İstanbul Vocational and Technical Anatolian High School |
| Pendik      | Şeyhli      | Şeyhli İlkokulu  | Şeyhli Primary School  |
| Pendik      | Şeyhli      | Şeyhli Ortaokulu   | Şeyhli Secondary School  |
| Pendik      | Harmandere  | Pendik Hezarfen Mesleki Ve Teknik Anadolu Lisesi             | Pendik Hezarfen Vocational and Technical Anatolian High School       |
| Pendik      | Harmandere  | Şule Yüksel Şenler İmam Hatip Lisesi                         | Şule Yüksel Şenler Imam Hatip High School                            |
| Pendik      | Harmandere  | Viaport Kurtköy İnci Yıldız Anaokulu                         | Viaport Kurtköy İnci Yıldız Kindergarten                             |
| Tuzla       | Aydınlı     | Enstitü İstanbul İSMEK, Tuzla Aydınlı Eğitim Merkezi         | Enstitü İstanbul İSMEK, Tuzla Aydınlı Training Center                |
| Tuzla       | Aydınlı     | Aydınlı İlkokulu ve Ortaokulu                                | Aydınlı Primary and Secondary School                                 |
| Tuzla       | Aydınlı     | Tuzla Osmangazi Ortaokulu                                    | Tuzla Osmangazi Secondary School                                     |
| Tuzla       | Aydınlı     | Binali Yıldırım İlkokulu                                     | Binali Yıldırım Primary School                                       |
| Tuzla       | Aydınlı     | Tuzla Emlak Konut Cemil Meriç İlkokulu ve Ortaokulu          | Tuzla Emlak Konut Cemil Meriç Primary and Secondary School           |
| Tuzla       | Aydınlı     | Oruç Reis İlkokulu   | Oruç Reis Primary School   |
| Tuzla       | Aydınlı     | Tuzla Aydınlı Anaokulu                                       | Tuzla Aydınlı Kindergarten   |
| Pendik      | Ramazanoğlu | Kazım Karabekir Ortaokulu                                    | Kazım Karabekir Secondary School                                     |
| Pendik      | Ramazanoğlu | Kazım Karabekir İmam Hatip Ortaokulu                         | Kazım Karabekir Imam Hatip Secondary School                          |
| Pendik      | Ramazanoğlu | Pendik Cahit Zarifoğlu Ortaokulu                             | Pendik Cahit Zarifoğlu Secondary School                              |
| Pendik      | Ramazanoğlu | İstanbul Pendik Şehit Ömer Öner Primary School               | İstanbul Pendik Martyr Ömer Öner Primary School                      |
| Pendik      | Kurtköy     | Rasim Özdenören Anadolu Lisesi                               | Rasim Özdenören Anatolian High School                                |
| Pendik      | Kurtköy     | Kurtköy Anadolu Lisesi                                       | Kurtköy Anatolian High School  |
| Pendik      | Kurtköy     | Nuri Demirağ Mesleki ve Teknik Anadolu Lisesi                | Nuri Demirağ Vocational and Technical Anatolian High School          |
| Pendik      | Kurtköy     | Hulusi Özkul İmam Hatip Ortaokulu                            | Hulusi Özkul Imam Hatip Secondary School                             |
| Pendik      | Kurtköy     | 700.Yıl Ortaokulu  | 700th Year Secondary School  |
| Pendik      | Kurtköy     | Kurtköy İlkokulu   | Kurtköy Primary School   |
| Pendik      | Kurtköy     | Kurtköy Anadolu İmam Hatip Lisesi                            | Kurtköy Anatolian Imam Hatip High School                             |
| Pendik      | Yenişehir   | Orhangazi Ortaokulu  | Orhangazi Secondary School   |
| Pendik      | Yenişehir   | 75. Yıl Mesut Yılmaz İlkokulu                                | 75th Year Mesut Yılmaz Primary School                                |
| Pendik      | Yenişehir   | İstanbul - Pendik Erol Türker Ortaokulu                      | İstanbul - Pendik Erol Türker Secondary School                       |
| Pendik      | Yenişehir   | Şehit Adil Büyükcengiz (Kız) Anadolu İmam Hatip Lisesi       | Şehit Adil Büyükcengiz (Girls') Anatolian Imam Hatip High School     |
| Pendik      | Yenişehir   | Pendik Hezarfen Mesleki ve Teknik Anadolu Lisesi             | Pendik Hezarfen Vocational and Technical Anatolian High School       |
| Pendik      | Yenişehir   | Yuvamız İstanbul İbb Pendik Yenişehir Çocuk Etkinlik Merkezi | Yuvamız İstanbul İBB Pendik Yenişehir Children's Activity Center     |
| Pendik      | Yenişehir   | Pendik Bilim ve Sanat Merkezi                                | Pendik Science and Art Center  |
| Pendik      | Emirli      | İstanbul - Pendik Erol Türker Ortaokulu                      | İstanbul - Pendik Erol Türker Middle School                          |
| Pendik      | Kurna       | Semiha Kırış Ortaokulu                                       | Semiha Kırış Middle School   |
| Pendik      | Kurna       | Semiha Kırış İlkokulu  | Semiha Kırış Primary School  |
| Pendik      | Kurtdoğmuş  | Kurtdoğmuş İlkokulu  | Kurtdoğmuş Primary School  |
| Sultanbeyli | Mecidiye    | Mecidiye Anaokulu  | Mecidiye Kindergarten  |

## Istanbul North Rail Crossing Project (INRAIL)

## Stakeholder Engagement Plan

Final

Date: February 2026

Page: 107

| District    | Settlement    | Turkish  | English   |
|-------------|---------------|--|---|
| Sultanbeyli | Mecidiye      | Ahmet Yesevi İlkokulu                                    | Ahmet Yesevi Primary School                                     |
| Sultanbeyli | Mecidiye      | Cahit Zarifoğlu İmam Hatip Ortaokulu                     | Cahit Zarifoğlu İmam Hatip Middle School                        |
| Sultanbeyli | Mecidiye      | Mehmet Corcor İlkokulu                                   | Mehmet Corcor Primary School                                    |
| Sultanbeyli | Mecidiye      | Maraşal Fevzi Çakmak Ortaokulu                           | Marshal Fevzi Çakmak Middle School                              |
| Sultanbeyli | Akşemsettin   | Akşemsettin İlkokulu                                     | Akşemsettin Primary School                                      |
| Sultanbeyli | Akşemsettin   | Sultanbeyli Genç Osman Ortaokulu                         | Sultanbeyli Genç Osman Middle School                            |
| Sultanbeyli | Akşemsettin   | Güzeldere İlköğretim Okulu                               | Güzeldere Elementary School                                     |
| Sancaktepe  | Paşaköy       | Paşaköy İlkokulu - Orta Okulu                            | Paşaköy Primary and Middle School                               |
| Çekmeköy    | Nişantepe     | Nişantepe İlkokulu - Ortaokulu                           | Nişantepe Primary and Middle School                             |
| Çekmeköy    | Nişantepe     | Nişantepe Anaokulu                                       | Nişantepe Kindergarten  |
| Çekmeköy    | Nişantepe     | Alemdağ Emlak Konut İlkokulu/Ortaokulu                   | Alemdağ Emlak Konut Primary and Middle School                   |
| Çekmeköy    | Ömerli        | Ömerli Hikmet Tevfik Ataman Çok Programlı Anadolu Lisesi | Ömerli Hikmet Tevfik Ataman Multi-Program Anatolian High School |
| Çekmeköy    | Ömerli        | Erdal Yılmaz İlkokulu                                    | Erdal Yılmaz Primary School                                     |
| Çekmeköy    | Ömerli        | Erdal Yılmaz Ortaokulu                                   | Erdal Yılmaz Middle School                                      |
| Çekmeköy    | Reşadiye      | Reşadiye Altan Yazıcı İlkokulu                           | Reşadiye Altan Yazıcı Primary School                            |
| Çekmeköy    | Reşadiye      | Reşadiye Nihan İnci Anaokulu                             | Reşadiye Nihan İnci Kindergarten                                |
| Çekmeköy    | Hüseyinli     | Hüseyinli İlkokulu                                       | Hüseyinli Primary School  |
| Beykoz      | Cumhuriyet    | 75.Yıl Cumhuriyet İlkokulu                               | 75th Year Cumhuriyet Primary School                             |
| Beykoz      | Cumhuriyet    | Prof.Dr. İbrahim Canan Anadolu Lisesi                    | Prof. Dr. İbrahim Canan Anatolian High School                   |
| Beykoz      | Cumhuriyet    | Galip Öztürk Çok Programlı Anadolu Lisesi                | Galip Öztürk Multi-Program Anatolian High School                |
| Beykoz      | Bozhane       | Bozhane İlkokulu   | Bozhane Primary School  |
| Beykoz      | Bozhane       | Bozhane Ortaokulu  | Bozhane Middle School   |
| Beykoz      | Paşamandıra   | Firuz Bey İlköğretim Okulu                               | Firuz Bey Elementary School                                     |
| Beykoz      | Ali Bahadır   | Alibahadır İlkokulu                                      | Alibahadır Primary School                                       |
| Beykoz      | Poyrazköy     | Poyrazköy İlkokulu                                       | Poyrazköy Primary School  |
| Sarıyer     | Rumeli Feneri | Rumeli Feneri İlkokulu                                   | Rumeli Feneri Primary School                                    |
| Sarıyer     | Rumeli Feneri | Hasan Ali Yücel Okulu                                    | Hasan Ali Yücel School  |
| Sarıyer     | Demirciköy    | Demirciköy Tabiat Mektebi                                | Demirciköy Nature School  |
| Sarıyer     | Uskumruköy    | Anafartalar İlkokulu Ve Ortaokulu                        | Anafartalar Primary and Middle School                           |
| Sarıyer     | Uskumruköy    | Uskumruköy İlkokulu                                      | Uskumruköy Primary School                                       |
| Sarıyer     | Gümüşdere     | Gümüşdere İlkokulu Ve Ortaokulu                          | Gümüşdere Primary and Middle School                             |
| Sarıyer     | Kısırkaya     | Kısırkaya İlkokulu                                       | Kısırkaya Primary School  |
| Eyüpsultan  | Çiftalan      | Çiftalan Köyü İlkokulu                                   | Çiftalan Village Primary School                                 |
| Eyüpsultan  | Ağaçlı        | Aşağı Ağaçlı İlkokulu                                    | Aşağı Ağaçlı Primary School                                     |
| Eyüpsultan  | Ağaçlı        | Ağaçlı Köyü İlkokulu                                     | Ağaçlı Village Primary School                                   |
| Arnavutköy  | Bolluca       | Arnavutköy Özel Eğitim Uygulama Okulu                    | Arnavutköy Special Education Practice School                    |
| Arnavutköy  | Tayakadın     | Tayakadın İlkokulu                                       | Tayakadın Primary School  |
| Arnavutköy  | Baklalı       | Baklalı İlkokulu   | Baklalı Primary School  |
| Arnavutköy  | Dursunköy     | Dursunköy Özel Eğitim Anaokulu                           | Dursunköy Special Education Kindergarten                        |
| Arnavutköy  | Dursunköy     | Dursunköy İlkokulu                                       | Dursunköy Primary School  |
| Arnavutköy  | Boyalık       | Boyalık Örfi Çetinkaya İlköğretim Okulu                  | Boyalık Örfi Çetinkaya Elementary School                        |
| Arnavutköy  | Yassıören     | Yassıören İlkokulu                                       | Yassıören Primary School  |
| Çatalca     | Ferhatpaşa    | Ferhatpaşa İlkokulu                                      | Ferhatpaşa Primary School                                       |
| Çatalca     | Ferhatpaşa    | Prof. Dr. Fuat Sezgin İlkokulu                           | Prof. Dr. Fuat Sezgin Primary School                            |
| Çatalca     | Ferhatpaşa    | Ferhatpaşa Anaokulu                                      | Ferhatpaşa Kindergarten   |

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 108 |

| District | Settlement | Turkish                          | English                                    |
|----------|------------|----------------------------------|--|
| Çatalca  | Ferhatpaşa | Mehmet Akif Ersoy Ortaokulu      | Mehmet Akif Ersoy Middle School            |
| Çatalca  | Ferhatpaşa | İstanbul Ticaret Odası Ortaokulu | Istanbul Chamber of Commerce Middle School |

#### Local Health Institutions-İstanbul

| District    | Settlement       | Turkish  | English   |
|-------------|------------------|--|---|
| Tuzla       | Aydıntepe        | Kartal Dr Lütfi Kırdar Eah Tuzla Eğitim Araştırma Aile Sağlığı Merkezi   | Kartal Dr. Lütfi Kırdar Tuzla Training and Research Family Health Center  |
| Tuzla       | Aydıntepe        | Aydıntepe Aile Sağlık Mer  | Aydıntepe Family Health Center  |
| Tuzla       | İstasyon         | İstasyon Şehit Selahattin Ergenekon Aile Sağlığı Merkezi   | İstasyon Şehit Selahattin Ergenekon Family Health Center  |
| Tuzla       | İstasyon         | Tuzla 8 Nolu Asm   | Tuzla No. 8 Family Health Center  |
| Pendik      | Sanayi Mahallesi | Pendik Sanayi Aile Sağlığı Merkezi   | Pendik Industrial Zone Family Health Center   |
| Pendik      | Kavakpınar       | Kavakpınar Sağlık Ocağı  | Kavakpınar Health Post  |
| Pendik      | Kavakpınar       | Kavakpınar 1 Nolu Asm  | Kavakpınar No. 1 Family Health Center   |
| Pendik      | Kavakpınar       | Kavakpınar 2 Nolu Asm  | Kavakpınar No. 2 Family Health Center   |
| Pendik      | Güllübağ         | Güllübağlar Aile Sağlığı Merkezi   | Güllübağlar Family Health Center  |
| Pendik      | Şeyhli           | Şeyhli Aile Sağlığı Merkezi  | Şeyhli Family Health Center   |
| Pendik      | Şeyhli           | Pendik Kurtköy Semt Polikliniği  | Pendik Kurtköy Neighborhood Outpatient Clinic   |
| Pendik      | Şeyhli           | Marmara Üniversitesi Pendik Eğitim ve Araştırma Hastanesi  | Marmara University Pendik Training and Research Hospital  |
| Pendik      | Harmandere       | Harmandere Aile Sağlığı Merkezi  | Harmandere Family Health Center   |
| Pendik      | Harmandere       | Harmandere Sağlık Ocağı  | Harmandere Health Post  |
| Pendik      | Harmandere       | Pendik 3 Nolu Aile Sağlığı Merkezi   | Pendik No. 3 Family Health Center   |
| Tuzla       | Aydınlı          | Marmara Üniversitesi Pendik Eğitim ve Araştırma Hastanesi Tuzla Eğitim Aile Sağlığı Merkezi                        | Marmara University Pendik Training and Research Hospital Tuzla Training Family Health Center                          |
| Tuzla       | Aydınlı          | Aydınlı Aile Sağlığı Merkezi   | Aydınlı Family Health Center  |
| Tuzla       | Aydınlı          | Aydınlı Toki Şehit Hüsamettin Ürün Aile Sağlığı Merkezi  | Aydınlı TOKİ Şehit Hüsamettin Ürün Family Health Center   |
| Tuzla       | Aydınlı          | Tuzla 4 Nolu Sağlık Ocağı  | Pendik No. 9 Family Health Center   |
| Pendik      | Ramazanoğlu      | Gül Aile Sağlığı Merkezi   | Gül Family Health Center  |
| Pendik      | Ramazanoğlu      | Pendik 9 No'lu Aile Sağlık Merkezi   | Pendik No. 9 Family Health Center   |
| Pendik      | Ramazanoğlu      | Pendik 18 Nolu Aile Sağlık Merkezi   | Pendik No. 18 Family Health Center  |
| Pendik      | Ramazanoğlu      | T.C Sağlık Bakanlığı Pendik Hikmet Ve Hasan Ataman Sağlık Ocağı  | T.R. Ministry of Health Pendik Hikmet and Hasan Ataman Health Post  |
| Pendik      | Ramazanoğlu      | T.C. Sağlık Bakanlığı Marmara Üniversitesi Pendik Eğitim ve Araştırma Hastanesi Pendik Eğitim Aile Sağlığı Merkezi | T.R. Ministry of Health Marmara University Pendik Training and Research Hospital Pendik Training Family Health Center |
| Pendik      | Ramazanoğlu      | Pendik Sanayi Aile Sağlığı Merkezi   | Pendik Industrial Zone Family Health Center   |
| Pendik      | Kurtköy          | Kurtköy Aile Sağlığı Merkezi   | Kurtköy Family Health Center  |
| Pendik      | Kurtköy          | T.C. Sağlık Bakanlığı Kurtköy Aile Sağlığı Merkezi   | T.R. Ministry of Health Kurtköy Family Health Center  |
| Pendik      | Kurtköy          | Kurtköy Sağlık Ocağı   | Kurtköy Health Post   |
| Pendik      | Kurtköy          | Marmara Üniversitesi Pendik Eğitim Ve Araştırma Hastanesi  | Marmara University Pendik Training and Research Hospital  |
| Pendik      | Yenişehir        | Pendik Kurtköy Semt Polikliniği  | Pendik Kurtköy Community Health Polyclinic  |
| Pendik      | Yenişehir        | Pendik 32 Nolu Aile Sağlığı Merkezi  | Pendik No.32 Family Health Center   |
| Pendik      | Yenişehir        | Yenişehir Aile Sağlığı Merkezi   | Yenişehir Family Health Center  |
| Sultanbeyli | Mecidiye         | Ahmet Keleş Aile Sağlık Merkezi  | Ahmet Keleş Family Health Center  |
| Sultanbeyli | Akşemsettin      | Ali Mehmet Ceylan Aile Sağlık Merkezi  | Ali Mehmet Ceylan Family Health Center  |
| Sultanbeyli | Akşemsettin      | Sultanbeyli Devlet Hastanesi   | Sultanbeyli State Hospital  |

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 109 |

| District   | Settlement     | Turkish                               | English                                 |
|------------|----------------|---------------------------------------|---|
| Sancaktepe | Paşaköy        | Paşaköy Sağlık Evi                    | Paşaköy Health House                    |
| Çekmeköy   | Nişantepe      | Çekmeköy 4 Nolu Aile Sağlığı Merkezi  | Çekmeköy No. 4 Family Health Center     |
| Çekmeköy   | Nişantepe      | Çekmeköy Devlet Hastanesi             | Çekmeköy State Hospital                 |
| Çekmeköy   | Ömerli         | Ömerli Aile Sağlık Merkezi            | Ömerli Family Health Center             |
| Beykoz     | Cumhuriyet     | İstanbul Beykoz Devlet Hastanesi      | Istanbul Beykoz State Hospital          |
| Beykoz     | Cumhuriyet     | Cumhuriyet Köyü Asm                   | Cumhuriyet Village Family Health Center |
| Beykoz     | Bozhane        | Bozhane Sağlık Ocağı                  | Bozhane Health Clinic                   |
| Beykoz     | Anadolu Feneri | Anadolu Feneri Sağlık Evi             | Anadolu Feneri Health House             |
| Sarıyer    | Rumeli Feneri  | Rumelifeneri Aile Sağlığı Merkezi     | Rumelifeneri Family Health Center       |
| Sarıyer    | Rumeli Feneri  | Rumelifeneri Sağlık Ocağı             | Rumelifeneri Health Clinic              |
| Sarıyer    | Demirciköy     | Demirciköy Aile Sağlık Merkezi        | Demirciköy Family Health Center         |
| Sarıyer    | Uskumruköy     | İsmail Hakkı Mete Sağlık Ocağı        | İsmail Hakkı Mete Health Clinic         |
| Sarıyer    | Uskumruköy     | Sarıyer İsmail Akgün Devlet Hastanesi | Sarıyer İsmail Akgün State Hospital     |
| Eyüpsultan | Merkez         | Eyüpsultan Devlet Hastanesi           | Eyüpsultan State Hospital               |
| Arnavutköy | Bolluca        | Bolluca Sağlık Kabini                 | Bolluca Health Unit                     |
| Arnavutköy | Bolluca        | Bolluca Sağlık Ocağı                  | Bolluca Health Clinic                   |
| Arnavutköy | İmrahor        | Arnavutköy Devlet Hastanesi           | Arnavutköy State Hospital               |
| Arnavutköy | Tayakadın      | Tayakadın Aile Sağlığı Merkezi        | Tayakadın Family Health Center          |
| Çatalca    | Ferhatpaşa     | 2 Nolu Aile Sağlığı Merkezi           | No. 2 Family Health Center              |
| Çatalca    | Ferhatpaşa     | Çatalca İlyas Çokay Devlet Hastanesi  | Çatalca İlyas Çokay State Hospital      |
| Çatalca    | Kaleiçi        | Çatalca 1 Nolu Aile Sağlığı Merkezi   | Çatalca No. 1 Family Health Center      |

#### Non Governmental Organizations & Civil Society Organizations

| Origin                        | Organization Name | Turkish Name   | English Name  |
|-------------------------------|-------------------|--|---|
| Nation wide / İstanbul origin | NGOs              | Association for Solidarity for Equality  | Eşitlik İçin Dayanışma Derneği  |
|                               |                   | Turkish Women's Council Association, Bakırköy Branch                                 | Türk Kadınlar Konseyi Derneği Bakırköy Şubesi                                     |
|                               |                   | No Barriers for Us Association   | Bize Engel Yok Derneği  |
|                               |                   | Mor Çatı Women's Shelter Foundation  | Mor Çatı Kadın Sığınağı Vakfı   |
|                               |                   | Environment Foundation of Türkiye  | Türkiye Çevre Vakfı   |
|                               |                   | Turkish Marine Environment Protection Association                                    | Deniz Temiz Derneği (TURMEPA)   |
|                               |                   | Foundation for the Protection and Promotion of Environment and Cultural Values       | Çevre ve Kültür Değerlerini Koruma ve Tanıtma Vakfı (ÇEKÜL)                       |
| Local                         | CSOs              | World Wide Fund for Nature (WWF)   | WWF-Türkiye Merkez Ofisi  |
|                               |                   | Tuzla Social Solidarity and Education Association                                    | Tuzla Sosyal Dayanışma ve Eğitim Derneği  |
|                               |                   | Association for the Educational Activities of the Hearing Impaired                   | İşitme Engelliler Eğitim Faaliyetleri Derneği                                     |
|                               |                   | "Evora" Arts and Sports Club Association   | Evora Sanat Ve Spor Kulübü Derneği  |
|                               |                   | Pendik Kavakpınar Neighborhood Settlers Protection and Social Solidarity Association | Pendik Kavakpınar Mahallesi Yerleşimcilerini Koruma ve Sosyal Yardımlaşma Derneği |
|                               |                   | Güllübağlar Sports Club Association  | Güllübağlar Spor Kulübü Derneği   |
|                               |                   | Pendik District Şeyhli Neighborhood Solidarity and Assistance Association            | Pendik İlçesi Şeyhli Mahallesi Yardımlaşma ve Dayanışma Derneği                   |
|                               |                   | "Becerikli Eller" Association  | Becerikli Eller Derneği   |
|                               |                   | Pendik Culture, Arts and Education Association                                       | Pendik Kültür Sanat ve Eğitim Derneği   |
|                               |                   | "Yerini Bil Kız" Girls' Empowerment Association                                      | Yerini Bil Kız Çocuklarını Güçlendirme Derneği                                    |
|                               |                   | Kurna Village Social Solidarity and Cultural Assistance Association                  | Kurna Köyü Sosyal Dayanışma ve Yardımlaşma Kültür Derneği                         |
|                               |                   | Pendik Mukhtars Association  | Pendik Muhtarlar Derneği  |
|                               |                   | Istanbul Public Transportation Workers Solidarity and Assistance Association         | İstanbul Toplu Taşıma Çalışanları Yardımlaşma ve Dayanışma Derneği                |
|                               |                   | Istanbul Urban Development Support Association                                       | İstanbul Kentsel Gelişimi Destekleme Derneği                                      |
|                               |                   | Association for Supporting the Environment and Ecological Life                       | Çevre ve Ekolojik Yaşamı Destekleme Derneği                                       |

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 110 |

|  |  |   |                                   |
|--|--|---|-----------------------------------|
|  | "Özgün" Special Needs Individuals Solidarity Association                           | Özgün Özel Gereksinimli Bireyler Yardımlaşma Derneği          | Paşaköy / Sancaktepe / İstanbul   |
|  | Çekmeköy Nişantepe Roman Solidarity and Assistance Association                     | Çekmeköy Nişantepe Romanları Yardımlaşma ve Dayanışma Derneği | Nişantepe / Çekmeköy / İstanbul   |
|  | Çekmeköy Mukhtars Association  | Çekmeköy Muhtarlar Derneği                                    | Nişantepe / Çekmeköy / İstanbul   |
|  | Ömerli Cultural Heritage Protection and Development Association                    | Ömerli Kültür Değerleri Koruma ve Geliştirme Derneği          | Ömerli / Çekmeköy / İstanbul      |
|  | Çekmeköy Nature Conservation and Sustainability Association                        | Çekmeköy Doğayı Koruma ve Yaşatma Derneği                     | Reşadiye / Çekmeköy / İstanbul    |
|  | Bozhane village Sports Club Association  | Bozhane Köyü Spor Kulübü Derneği                              | Bozhane / Beykoz / İstanbul       |
|  | Beykoz Öğümce Village Culture, Solidarity and Assistance Association               | Beykoz Öğümce Köyü Kültür Dayanışma ve Yardımlaşma Derneği    | Öğümce / Beykoz / İstanbul        |
|  | Intercultural Communication and Solidarity Association                             | Kültürlerarası İletişim ve Dayanışma Derneği                  | Demirciköy / Sarıyer / İstanbul   |
|  | Uskumruköy Environment, Development, Solidarity, Culture and Education Association | Uskumruköy Çevre Kalkınma Dayanışma Kültür ve Eğitim Derneği  | Uskumruköy / Sarıyer / İstanbul   |
|  | Gümüşdere Village Beautification and Solidarity Association                        | Gümüşdere Köyü Güzelleştirme ve Dayanışma Derneği             | Gümüşdere / Sarıyer / İstanbul    |
|  | Uskumruköy Nature Protectors and Animal Lovers Association                         | Uskumruköy Doğayı Koruyanlar ve Patileri Sevenler Derneği     | Uskumruköy / Sarıyer / İstanbul   |
|  | Arnavutköy Association for Persons with Disabilities                               | Arnavutköy Engelliler Derneği                                 | Arnavutköy / İstanbul             |
|  | Bolluca Solidarity and Assistance Association                                      | Bolluca Yardımlaşma ve Dayanışma Derneği                      | Bolluca / Arnavutköy / İstanbul   |
|  | İmrahor Neighborhood Tradesmen Solidarity Association                              | İmrahor Mahallesi Esnaf Dayanışma Derneği                     | İmrahor / Arnavutköy / İstanbul   |
|  | Arnavutköy İmrahor Neighborhood Solidarity Association                             | Arnavutköy İmrahor Mahallesi Dayanışma Derneği                | İmrahor / Arnavutköy / İstanbul   |
|  | Istanbul Airport Reporters Association   | İstanbul Havalimanları Muhabirleri Derneği                    | Tayakadın / Arnavutköy / İstanbul |
|  | Tourism, Transport and Travel Agencies Association                                 | Turizm Ulaştırma ve Seyahat Acenteleri Derneği                | Tayakadın / Arnavutköy / İstanbul |
|  | Durusu Park Nature Conservation and Beautification Association                     | Durusu Park Doğal Yaşamı Koruma ve Güzelleştirme Derneği      | Boyalık / Arnavutköy / İstanbul   |
|  | Tourism, Transport and Travel Agencies Association                                 | Turizm Ulaştırma ve Seyahat Acenteleri Derneği                | Tayakadın / Arnavutköy / İstanbul |
|  | Çatalca İzzettin Village Education and Culture Association                         | Çatalca İzzettin Köyü Eğitim ve Kültür Derneği                | İzzettin / Çatalca / İstanbul     |
|  | Çatalca Environmental Protection and Nature Lovers Association                     | Çatalca Çevre Koruma ve Doğa Sevenler Derneği                 | Ferhatpaşa / Çatalca / İstanbul   |
|  | Çatalca Thrace-Rumelia Culture and Solidarity Association                          | Çatalca Trakya Rumeli Kültür ve Dayanışma Derneği             | Ferhatpaşa / Çatalca / İstanbul   |
|  | World Environmental Awareness and Education Association                            | Dünya Çevre Bilinci ve Eğitim Derneği                         | Ferhatpaşa / Çatalca / İstanbul   |
|  | Association for Combating Disability   | Engelle Mücadele Derneği                                      | Ferhatpaşa / Çatalca / İstanbul   |
|  | Çatalca Mukhtars Association   | Çatalca Muhtarlar Derneği                                     | Kaleiçi / Çatalca / İstanbul      |
|  | Çatalca Balkan and Roman Culture, Arts and Solidarity Association                  | Çatalca Balkan ve Roman Kültür Sanat Dayanışma Derneği        | Kaleiçi / Çatalca / İstanbul      |
|  | "Bir Nefes" Nature and Green Conservation Association                              | Bir Nefes Doğayı ve Yeşili Koruma Derneği                     | Kaleiçi / Çatalca / İstanbul      |
|  | Istanbul Association for Solidarity with Families of Persons with Disabilities     | İstanbul Engelli Aileleri ile Dayanışma Derneği               | Kartal / İstanbul                 |

**Local Media Outlets**

| Province | English            |
|----------|--------------------|
| İstanbul | Bizim Anadolu      |
| İstanbul | Damga              |
| İstanbul | Hürhaber           |
| İstanbul | Hürses             |
| İstanbul | İstanbul           |
| İstanbul | İstiklal           |
| İstanbul | Şok                |
| İstanbul | Tünaydın           |
| İstanbul | Türkiye'de Yeniçağ |
| İstanbul | Yeni Çağrı         |
| İstanbul | Yeni Devir         |
| Kocaeli  | Bizim Yaka Kocaeli |
| Kocaeli  | Çağdaş Kocaeli     |

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 111 |

| Province | English          |
|----------|------------------|
| Kocaeli  | Derince Ekspres  |
| Kocaeli  | Gazete Gebze     |
| Kocaeli  | Gebze Hürses     |
| Kocaeli  | Gebze Yenigün    |
| Kocaeli  | Gölcük Haber     |
| Kocaeli  | Gölcük Postası   |
| Kocaeli  | Kocaeli          |
| Kocaeli  | Kocaeli Demokrat |
| Kocaeli  | Mavi Kocaeli     |
| Kocaeli  | Mavi Marmara     |
| Kocaeli  | Özgür Kocaeli    |
| Kocaeli  | Yeni Haber       |

#### Additional Stakeholders Recommended during Stakeholder Consultations<sup>4</sup>

| Recommended Stakeholder                                    | English   | Location             |
|--|---|----------------------|
| Çevre Kuruluşları Dayanışma Derneği (CEKUD)                | Association for Solidarity of Environmental Organizations           | İstanbul, Üsküdar    |
| İstanbul Büyükşehir Belediyesi (İBB) Kadın Merkezi         | İstanbul Metropolitan Municipality Women's Center                   | İstanbul, Bakırköy   |
| Çatalca Kadın Kooperatifi                                  | Çatalca Women's Cooperative   | İstanbul, Çatalca    |
| Giresun İl ve İlçeleri Dayanışma Derneği                   | Giresun Province and Districts Solidarity Association               | İstanbul, Arnavutköy |
| İstanbul Su ve Kanalizasyon İdaresi (İSKİ)                 | Istanbul Water and Sewerage Administration                          | İstanbul, Eyüpsultan |
| İstanbul Trakya Serbest Bölge Kurucu ve İşleticisi (İSBAŞ) | Istanbul Thrace Free Zone Founder and Operator                      | İstanbul, Çatalca    |
| Çatalca Sanayici ve İş Adamları Derneği (ÇASİAD)           | Çatalca Industrialists and Businesspeople Association               | İstanbul, Çatalca    |
| Gebze Ticaret Odası  | Gebze Chamber of Commerce   | Kocaeli, Gebze       |
| Taşıt Araçları Tedarik Sanayicileri Derneği (TAYSAD)       | Association of Automotive Parts and Components Manufacturers        | Kocaeli, Çayırova    |
| Gebze Teknik Üniversitesi                                  | Gebze Technical University  | Kocaeli, Gebze       |
| İstanbul Liman Başkanlığı                                  | Istanbul Port Authority   | İstanbul, Beyoğlu    |
| Tuzla Liman Başkanlığı                                     | Tuzla Port Authority  | İstanbul, Tuzla      |
| İstanbul Gümrük ve Ticaret Bölge Müdürlüğü                 | Istanbul Regional Directorate of Customs and Trade                  | İstanbul, Bakırköy   |
| İstanbul Havalimanı Gümrük Müdürlüğü                       | Istanbul Airport Customs Directorate                                | İstanbul, Arnavutköy |
| Türkiye Elektrik Dağıtım A.Ş. (TEDAŞ) Genel Müdürlüğü      | General Directorate of Turkish Electricity Distribution Corporation | Ankara               |
| Eyüpsultan-Ağaçlı Güzelleştirme Derneği                    | Eyüpsultan-Ağaçlı Beautification Association                        | İstanbul, Eyüpsultan |
| Çatalca-İzzettin Mahallesi Camii Derneği                   | Çatalca-İzzettin Neighborhood Mosque Association                    | İstanbul, Çatalca    |
| Arnavutköy-Yassıören Camii Derneği                         | Arnavutköy-Yassıören Mosque Association                             | İstanbul, Arnavutköy |
| Arnavutköy-Tayakadın Cami Derneği                          | Arnavutköy-Tayakadın Mosque Association                             | İstanbul, Arnavutköy |
| Garipçe Köyü Kültür ve Güzelleştirme Derneği               | Garipçe Village Culture and Beautification Association              | İstanbul, Sarıyer    |
| Beykoz-Ali Bahadır Cami Derneği                            | Beykoz-Ali Bahadır Mosque Association                               | İstanbul, Beykoz     |
| Beykoz-Paşamandıra Cami Derneği                            | Beykoz-Paşamandıra Mosque Association                               | İstanbul, Beykoz     |
| Beykoz-Değirmendere Cami Derneği                           | Beykoz-Değirmendere Mosque Association                              | İstanbul, Beykoz     |

<sup>4</sup> During stakeholder consultations (including mukhtars), participants and officials were asked the question: "Are there any other stakeholders you would recommend we consult for the project?" In response, stakeholders provided suggestions such as: "We recommend you also consult with stakeholder A." This table (Additional Stakeholders Recommended during Stakeholder Consultations) was created based on these collected responses. This approach aimed to gather information about potentially important or key stakeholders who might have been missed in the initial stakeholder mapping. Additionally, it was considered useful for understanding the network of interactions among stakeholders.

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|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 112 |

| Recommended Stakeholder   | English  | Location              |
|---|--|-----------------------|
| Beykoz-Cumhuriyet Mahallesi Cami Derneđi                            | Beykoz-Cumhuriyet Neighborhood Mosque Association                                | İstanbul, Beykoz      |
| Beykoz Cumhuriyet Gençlik ve Spor Kulübü                            | Beykoz Cumhuriyet Youth and Sports Club  | İstanbul, Beykoz      |
| Sultanbeyli Erzurumlular Derneđi                                    | Sultanbeyli Erzurumlular Association   | İstanbul, Sultanbeyli |
| Maltepe Bitlisliiler Derneđi  | Maltepe Bitlisliiler Association   | İstanbul, Maltepe     |
| Pir Sultan Abdal Kültür Derneđi                                     | Pir Sultan Abdal Cultural Association  | İstanbul, Pendik      |
| Arnavutköy Avcılar Derneđi  | Arnavutköy Hunters' Association  | İstanbul, Arnavutköy  |
| Pendik-Kurtdođmuş Köyü Cami Derneđi                                 | Pendik-Kurtdođmuş Village Mosque Association                                     | İstanbul, Pendik      |
| Pendik-Kurtdođmuş Köyü Derneđi                                      | Pendik-Kurtdođmuş Village Association  | İstanbul, Pendik      |
| Pendik Kurna Mahallesi Derneđi                                      | Pendik Kurna Neighborhood Association  | İstanbul, Pendik      |
| Pendik Emirli Köyü Derneđi  | Pendik Emirli Village Association  | İstanbul, Pendik      |
| Çayırova Trabzonlular Derneđi                                       | Çayırova Trabzonlular Association  | Kocaeli, Çayırova     |
| Kayy-Der Kültür Derneđi   | Kayy-Der Cultural Association  | İstanbul, Kadıköy     |
| Giresun İli Keşap İlçesi Küçükgeriş Köyü Sosyal Yardımlaşma Derneđi | Giresun Province Keşap District Küçükgeriş Village Social Solidarity Association | Kocaeli, Gebze        |
| Pendik Ordulular Dayanışma Derneđi                                  | Pendik Ordulular Solidarity Association  | İstanbul, Pendik      |
| Pendik Kastamonulular Dayanışma Derneđi                             | Pendik Kastamonulular Solidarity Association                                     | İstanbul, Pendik      |
| Millî Savunma Bakanlığı (MSB) İstanbul Tedarik Bölge Başkanlığı     | Ministry of National Defense Istanbul Regional Procurement Directorate           | İstanbul, Fatih       |
| Koru İstanbul   | Koru Istanbul  | İstanbul, Fatih       |
| Mekanda Adalet Derneđi  | Center for Spatial Justice   | İstanbul, Beyođlu     |
| Kadın ve Demokrasi Derneđi (KADEM)                                  | Women and Democracy Association  | İstanbul, Üsküdar     |
| Giresun Federasyonu   | Giresun Federation   | İstanbul, Zeytinburnu |
| Pendik Kavakpınar Spor Kulübü                                       | Pendik Kavakpınar Sports Club  | İstanbul, Pendik      |
| Sultanbeyli Trabzonlular Derneđi                                    | Sultanbeyli Trabzonlular Association   | İstanbul, Sultanbeyli |
| Bozdođan Spor Kulübü  | Bozdođan Sports Club   | İstanbul, Pendik      |

**Appendix-6: Turkish Requirements (National Legislation)**

| <b>National Legal Framework</b>   |   |
|---|---|
| <b>Name</b>   | <b>Information on Regulation</b>  |
| <b>Constitution of the Republic of Türkiye</b>                                | Citizens and foreigners residing in Türkiye, provided that the principle of reciprocity is observed, have the right to apply in writing to the competent authorities and the Grand National Assembly of Türkiye regarding their wishes and complaints regarding themselves or the public. The results of the applications regarding them are notified to the petitioners in writing without delay.<br>Everyone has the right to obtain information and apply to the ombudsman.  |
| <b>Law on the Right to Information (No. 4982)</b>                             | “Article 11 - The institutions and agencies shall provide the requested information within 15 working days. However, where the requested information or document is to be obtained from another unit within the applied institution and agency or it is necessary to receive the opinion of another institution or if the scope of the application pertains to more than one institution; the access shall be provided in 30 working days. In this case, the applicant shall be notified in writing of the extension and its reasons within 15 working days.”   |
| <b>Right of petition, Right to Information and Appeal to the Ombudsperson</b> | Citizens and foreigners resident in Türkiye, with the condition of observing the principle of reciprocity, have the right to apply in writing to the administrative authorities and the Grand National Assembly of Türkiye about the requests and complaints concerning themselves or the public.   |
| <b>Law on the Protection of Personal Data</b>                                 | The Law on the Protection of Personal Data in Türkiye, also known as KVKK, regulates the processing of personal data to safeguard individuals' privacy. It defines the roles of data controllers and processors, requires consent for data processing, and mandate's purpose limitation. The law grants individuals' rights over their data and establishes obligations for data security. It regulates international data transfers and mandates notification of data breaches. An independent Data Protection Authority oversees and enforces compliance with the law. For the most current details, it's recommended to refer to the latest legal resources. |
| <b>The Environmental Impact Assessment Regulation</b>                         | Inform the investing public, to get their opinions and suggestions regarding the project, Public Participation Meeting. Participants raise issues related to the Project.<br>As the Project has EIA exemption, the Public Participation Meeting has not been held.  |

**Appendix-7: World Bank Requirements**

| <b>WB ESS</b>   |  |  |
|---|--|--|
| <b>Name</b>   | <b>Information</b>   | <b>Relevance with the Project</b>  |
| <b>ESS 1: Assessment and Management of Environmental and Social Risks and Impacts</b> | <p>Identifying and assessing the social risks and impacts of the project throughout its lifecycle.</p> <p>Proposing measures to avoid, minimize, reduce, or mitigate adverse social impacts. Enhancing positive social outcomes where possible.</p> <p>Integrating social risk management into the project design and decision-making process.</p> <p>Applying the mitigation hierarchy: avoid, minimize, mitigate, and, where unavoidable, compensate.</p> <p>Monitoring and evaluating the effectiveness of mitigation measures during implementation.</p>                                     | <p>Social risks and impacts associated with the project have been identified and assessed in the relevant sections of the project documentation.</p> <p>Mitigation measures have been developed in line with the mitigation hierarchy and are incorporated into project planning and implementation.</p> <p>Opportunities for enhancing positive social outcomes, including improved access, participation, and benefits for affected communities, have been considered.</p> <p>Social risk management is integrated into project decision-making and will be monitored throughout the project lifecycle.</p> <p>Responsibilities and reporting arrangements related to social risk mitigation are defined within the Social Management Plan and accompanying instruments.</p> |
| <b>ESS10: Stakeholder Engagement and Information Disclosure</b>                       | <p>Identifying the project's stakeholders.</p> <p>Assessing the degree of interest and support among stakeholders.</p> <p>Taking into account the perspectives of stakeholders in environmental and social initiatives.</p> <p>Encouraging ongoing engagement with stakeholders throughout the project's lifecycle.</p> <p>Ensuring timely, clear, accessible, and appropriate disclosure of environmental and social risks and impacts to stakeholders.</p> <p>Offering accessible and inclusive mechanisms for raising concerns and grievances and ensuring their response and management.</p> | <p>Project stakeholders, along with their levels of interest and support, are outlined in the Scope section.</p> <p>Ensuring stakeholders are promptly informed about environmental and social risks.</p> <p>Consultations with stakeholders regarding risk reduction and enhancing positive actions are specified within the GM.</p>  |

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|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 115 |

### Appendix-8 Gap Analysis Table

| Subject                                     | WB ESS Requirement  | Turkish Legislation   | Gap Identified  | Proposed Gap-Filling Measure   |
|---|---|---|---|--|
| Assessment and Management of Social Risks   | ESS1 requires continuous assessment of social risks and impacts throughout the project lifecycle and application of the mitigation hierarchy (avoid, minimize, mitigate, compensate). | Turkish legislation mainly focuses on environmental impacts (EIA); there is no explicit provision for systematic assessment of social risks.  | Lack of independent and systematic assessment of social impacts.  | Risks and impacts identified in the ESIA and addressed through the ESMP and RP are shared through the SEP. The SEP is a tool for consultations throughout the project  |
| Stakeholder Engagement                      | ESS10 requires early and continuous engagement of all stakeholders, transparent and inclusive disclosure, and integration of stakeholder views into the project.                      | The Constitution guarantees the right to petition and access to information; the EIA Regulation foresees Public Participation Meetings. However, for EIA-exempt projects, public consultation is not mandatory. | Due to EIA exemption, no mandatory stakeholder meeting; no continuous engagement mechanism defined in legislation.                    | A SEP will be prepared under WB ESS10 to ensure stakeholder participation, information meetings, disclosure materials, and continuous engagement mechanisms.   |
| Access to Information and Timely Disclosure | ESS10 requires timely, accessible, and understandable disclosure of information to stakeholders.  | The Right to Information Law (No. 4982) grants access to information, requiring institutions to respond within 15–30 working days.  | Timelines are not fully aligned with WB's requirement for timely and continuous disclosure; accessibility and formats may be limited. | Information disclosure will be carried out earlier, more frequently, and in multiple accessible formats (face-to-face, brochures, website, etc.) and will be shared throughout duration of the Project in line with WB standards.. |
| Grievance Mechanism (GM)                    | ESS10 requires an accessible, transparent, inclusive, and continuous project-level GM.  | The Constitution, the Right to Petition, the Right to Information, and the Ombudsman Institution provide general grievance mechanisms.  | National mechanisms are general in nature; there is no project-specific, rapid, inclusive grievance mechanism.                        | A WB-compliant project-level GM will be established, with all submissions recorded and timely responses ensured.   |
| Protection of Personal Data                 | ESS1/ESS10 require that confidentiality of stakeholder data is safeguarded and explicit consent is obtained for data use.   | KVKK (Law No. 6698) regulates processing, storage, transfer, and security of personal data.   | General framework exists; however, WB's project-specific expectations for data protection are not explicitly addressed.               | All stakeholder and PAP data will be managed in compliance with KVKK, supplemented by WB-compliant consent forms and information disclosure notices.   |

Appendix-9: Project Informative Brochure (July 2025)

## PROJENİN TANITIMI

### İSTANBUL KUZEY DEMİRYOLU GEÇİŞİ PROJESİ

İstanbul Kuzey Demiryolu Geçiş Projesi (INRAIL), T.C. Ulaştırma ve Altyapı Bakanlığı Altyapı Yatırımları Genel Müdürlüğü (AYGM) tarafından yürütülecek olup, İstanbul'un Avrupa ve Asya yakaları arasında yüksek kapasiteli ve ağır hizmet tipi demiryolu bağlantısını tesis etmeyi amaçlamaktadır. Bu bağlantı, Türkiye'nin ulusal demiryolu ağının bütünselliğini sağlamada kritik bir rol oynayacak, lojistik verimliliği artıracak ve şehir içi ile şehirler arası yolcu taşımacılığına önemli katkılar sunacaktır.

Proje kapsamında yaklaşık 122 kilometre uzunluğunda, elektrifikasyonlu ve sinyalizasyonlu, çift hatlı demiryolu hattı inşa edilecektir. Hat, Asya yakasında Çayırova İstasyonu ile başlayacak ve Avrupa yakasında Çatalca İstasyonu'nda sona erecektir. Hattın Boğaz geçişi, kuzeyde yer alan Yavuz Sultan Selim (YSS) Köprüsü üzerinde demiryolu geçişi için tahsis edilen mevcut hat alanı kullanılarak gerçekleştirilecektir.



**TEKNİK ÖZELLİKLER**

- Hat, hem yolcu hem yük taşımacılığına uygun olarak tasarlanmıştır (karma kullanımlı).
- Yolcu trenleri için azami tasarım hızı 160 km/saat, yük trenleri için ise 80-120 km/saat arasında olacaktır.
- Hatta yalnızca iki yolcu istasyonu yer alacaktır:
  - İstanbul Havalimanı (Avrupa yakası)
  - Sabiha Gökçen Havalimanı (Asya yakası)
- Bu iki havaalanı, şehir içi ulaşımın yanı sıra demiryolu-havayolu entegre lojistik için birer merkez görevi göreceklerdir. Özellikle demiryolu-yük taşımacılığının havayolu taşımacılığına entegre edilmesi hedeflenmektedir.

**BEKLENEN KATKILAR**

- İstanbul'un kuzeyinde yeni bir lojistik ve ulaşım koridoru açılması,
- Avrupa-Asya demiryolu geçiş kapasitesinin artırılması,
- Havaalanlarının şehir içi ve şehirler arası ulaşım sistemine entegre edilmesi,
- Türkiye'nin demiryolu ağının güçlendirilmesi ve lojistik zincirinin etkinliğinin artırılması.

**FİNANSMAN VE TAKVİM**

Hazırlık, finansman temini ve inşaat sürecinin toplamda 6-7 yıl sürmesi ve 2032 yılının ortasına kadar tamamlanması hedeflenmektedir. Proje, çok taraflı kalkınma bankalarının güçlü finansman desteğiyle yürütülmektedir. Bu kapsamda projeye aşağıdaki uluslararası finans kuruluşları tarafından finansman sağlanmaktadır:

- Dünya Bankası (World Bank)
- Asya Kalkınma Bankası (ADB – Asian Development Bank)
- Asya Altyapı Yatırım Bankası (AIIB – Asian Infrastructure Investment Bank)
- İslam Kalkınma Bankası (IsDB – Islamic Development Bank)
- OPEC Fund for International Development
- Avrupa İmar ve Kalkınma Bankası (EBRD – European Bank for Reconstruction and Development)

Bu güçlü finansman yapısı, projenin sürdürülebilir, kapsayıcı ve yüksek standartlara uygun şekilde gerçekleştirilmesini hedeflemektedir.

**PROJE'NİN TARAFLARI****Proje Uygulayıcısı:****Finansman Kaynağı:****Çevresel ve Sosyal Danışman:****ŞİKAYET MEKANİZMASI****Altyapı Yatırımları Genel Müdürlüğü**

|            |   |
|------------|---|
| E-posta    | <a href="mailto:aygm.ozelkalem@uab.gov.tr">aygm.ozelkalem@uab.gov.tr</a><br>Elifnur KARA:<br><a href="mailto:elifnur.kara@uab.gov.tr">elifnur.kara@uab.gov.tr</a><br>İbrahim Görkem GÖKMEN:<br><a href="mailto:igorkem.gokmen@uab.gov.tr">igorkem.gokmen@uab.gov.tr</a><br>Hazal BABUR:<br><a href="mailto:hazal.babur@uab.gov.tr">hazal.babur@uab.gov.tr</a> |
| Web sitesi | <a href="https://aygm.uab.gov.tr/">https://aygm.uab.gov.tr/</a>   |
| Adres      | Hakkı Turaylıç Cad.,<br>No: 5 06338 Emek/Çankaya/ANKARA   |
| Telefon    | +90 (312) 203 10 00 / 3059  |

**Cumhurbaşkanlığı İletişim Merkezi (CİMER),**

- Web sitesi: [www.cimer.gov.tr](http://www.cimer.gov.tr)
- Çağrı Merkezi: 150
- Telefon numarası: +90 312 525 55 55
- Faks numarası: +90 0312 473 64 94

**Yabancılar İletişim Merkezi (YİMER),**

- Web sitesi: [www.yimer.gov.tr](http://www.yimer.gov.tr)
- Çağrı Merkezi: 157
- Telefon numarası: +90 312 5157 11 22
- Faks numarası: +90 0312 920 06 09

**Dünya Bankası Şikayet Giderme Servisi:**

- Çevrimiçi erişim:  
<http://www.worldbank.org/en/projects-operations/products-and-services/grievance-redress-service>
- E-posta ile: [grievances@worldbank.org](mailto:grievances@worldbank.org)

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|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 118 |

## Appendix 10: Public Participation Meeting (EIA)

### Public Information and Participation Process Meeting Documents (November 2025) - Brochures

|   |  |   |
|---|--|---|
| <p><b>PROJENİN TANITIMI</b></p> <p>T.C. Ulaştırma ve Altyapı Bakanlığı Altyapı Yatırımları Genel Müdürlüğü tarafından İstanbul İli, Çatalca, Arnavutköy, Eyüpsultan, Sarıyer, Beykoz, Çekmeköy, Sancaktepe, Pendik ve Tuzla ilçeleri ile Kocaeli İli, Çayırova ilçesi içerisinde yapılması planlanan "İstanbul Kuzey Demiryolu Geçişi (INRAIL) Projesi" planlanmaktadır.</p> <p>Planlanan İstanbul Kuzey Demiryolu Geçişi (INRAIL) Projesi, (Hazar Geçişi) Orta Koridor boyunca stratejik demiryolu altyapısına yatırım yaparak Türkiye'nin bölgesel bir lojistik merkezi olarak rolünü güçlendirmeyi amaçlamaktadır. Projenin temel önceliklerinden biri, Türkiye'nin en yoğun hava taşımacılığı merkezleri olan İstanbul Havalimanı ve Sabiha Gökçen Havalimanı'nı birbirine bağlayan Yavuz Sultan Selim Köprüsü üzerinden İstanbul Boğazi boyunca yüksek kapasiteli bir demiryolu bağlantısı kurarak artan yük ve yolcu taşımacılığını ele almaktır. Proje ayrıca kentsel hareketliliği artırmayı, kıtalararası bağlantıyı güçlendirmeyi ve Türkiye'nin uzun vadeli ekonomik ve iklim hedeflerini desteklemeyi amaçlamaktadır.</p> <p>Proje hattının yaklaşık 60 km'si tünel yapısından oluşmakta olup tünel kazılarında tünel açma makinesi kullanılacaktır. Tünel açma makinesi ile kazıya elverişli olmayan veya kısa tünel bölümlerinde ise Yeni Avusturya Tünel Yöntemi, gerekmesi halinde ise gerekli tüm önlemler alınarak patlayıcı malzeme kullanılacaktır. Bunun yanı sıra güzergâh boyunca yaklaşık 22 km uzunluğunda köprü ve viyadük yapıları inşa edilecektir.</p> | <p><b>İSTİHDAM</b></p> <p>Planlanan projenin inşaat çalışmalarında 2.000 kişi, işletme çalışmalarında ise 75 kişinin istihdam edilmesi öngörülmektedir.</p> <p><b>PROJE ALANI SEÇİLME NEDENİ VE AVANTAJLARI</b></p> <ul style="list-style-type: none"> <li>✓ Yük taşımacılığı için Marmaray tünelinin tek alternatifi, İstanbul Boğazi boyunca verimsiz ve maliyetli bir karayolu ulaşımı bulunmaktadır; bu da İstanbul'un lojistik verimliliğini azaltmakta ve daha az rekabetçi hale getirmektedir. Yolcu taşımacılığı için alternatif bir geçiş olarak kentsel hareketliliği geliştirecek ve her iki havalimanı da dahil olmak üzere İstanbul'un bölgelerine yüksek hızlı demiryolu erişimini genişletecektir.</li> <li>✓ İstanbul Boğazi'nde yüksek kapasiteli yeni bir demiryolu geçişi Türkiye'nin stratejik önceliği haline gelmiştir. Bu proje, Orta Koridor'un Türkiye'deki kesintisiz demiryolu bağlantısını tamamlayacak ve Türkiye'nin küresel bir ticaret merkezi olma rolünü pekiştirecektir. Projenin uygulanmasıyla birlikte yük taşımacılığında karayolundan demiryoluna geçiş sağlanarak trafik yoğunluğu azalacak, emisyonlar düşecek ve ulaşım güvenliği artacaktır.</li> <li>✓ İstanbul'un kuzeyinde yeni bir lojistik ve ulaşım koridoru açılacaktır.</li> <li>✓ Avrupa-Asya demiryolu geçiş kapasitesinin artırılması sağlanacaktır.</li> <li>✓ Havaalanlarının şehir içi ve şehirler arası ulaşım sistemine entegre edilecektir.</li> <li>✓ Türkiye'nin demiryolu ağının güçlendirilmesi ve lojistik zincirinin etkinliğini artıracaktır.</li> </ul> | <p><b>PROJE ÖMRÜ</b></p> <p>Projenin toplam ömrü 100 yıl olarak öngörülmektedir. İnşaat faaliyetlerinin 2026 yılı içerisinde başlaması ve tüm yapım işlerinin 2030 yılı sonuna kadar tamamlanması hedeflenmektedir.</p> <p><b>ÇED SÜRECİ</b></p> <p>Proje, Çevresel Etki Değerlendirmesi Yönetmeliği'nin Ek-1 listesi kapsamında olup ÇED süreci boyunca değerli görüş ve önerilerinizi Çevre, Şehircilik ve İklim Değişikliği Bakanlığı'na, İstanbul ve Kocaeli Valiliği, Çevre, Şehircilik ve İklim Değişikliği İl Müdürlüğü'ne, Ulaştırma ve Altyapı Bakanlığı Altyapı Yatırımları Genel Müdürlüğü'ne veya Çınar Mühendislik Müşavirlik A.Ş.'ye paylaşabilirsiniz.</p> <p><b>PROJENİN TARAFLARI</b></p> <p><b>Proje Uygulayıcısı:</b></p> <p> <b>T.C. ULAŞTIRMA VE ALTYAPI BAKANLIĞI</b>  <b>AYEM</b></p> <p><b>Finansman Kaynağı:</b></p> <p> <b>WORLD BANK GROUP</b>  <b>ADB</b>  <b>European Bank</b></p> <p> <b>AIIB</b>  <b>OPEC FUND</b>  <b>ISDB</b></p> <p><b>Çevresel ve Sosyal Danışman:</b></p> <p> <b>ÇINAR</b> MÜHENDİSLİK MÜŞAVİRLİK A.Ş.</p> |
|---|--|---|

**EIA Meeting Photos**



**1. Meeting in Çatalca İstanbul**



**2. Meeting in Çekmeköy İstanbul**



**3. Meeting in Çayırova Kocaeli**

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 120 |

## Appendix-11: Public Participation Meetings (EIA) (19-21 November 2025)

### Public Information and Participation Meeting – Çatalca District

#### 1<sup>st</sup> Meeting: 19 November 2025

Within the scope of the INRAIL, Public Participation Meeting was held on 19 November 2025, between 11:30 and 13:30, in the Çatalca district of Istanbul in order to inform the public about the project and ensure their participation in the project process. The meeting was organized by the Istanbul Governorship Provincial Directorate of Environment, Urbanization and Climate Change and Çınar Engineering Consultancy Inc. In addition to local residents, representatives from the Directorate-General of Infrastructure Investments (AYGM), Çatalca District Municipality, Provincial representatives of the General Directorate of Agricultural Reform (TRGM), and Provincial representatives of the General Directorate of Highways (KGM) attended the meeting. A total of 38 participants were recorded.

The meeting was held as part of the Environmental Impact Assessment (EIA) (ÇED) process implemented under national legislation, in order to inform the public about the proposed project and collect their views and suggestions. For this reason, the meeting documents will not be included within the SEP.

During the meeting, participants were informed through a presentation and video regarding the purpose, route, and key technical characteristics of the INRAIL. It was conveyed that the approximately 126 km railway line, connecting the Asian and European sides of Istanbul, aims to address existing capacity constraints and provide uninterrupted access to the two airports. It was stated that the line has been designed to minimize impacts on settlement areas through engineering structures consisting largely of tunnels and viaducts. Additionally, it was emphasized that approximately 47% of the route will be underground, and that this design choice aims to reduce surface impacts on settlements, living spaces, and landscapes.

The views and questions expressed by participants during the meeting are summarized below:

- Details of the railway route were requested by participants, and detailed illustrations of the alignment were shown on presentation materials and maps.
- Participants asked whether the railway line could be used for access to airports by local residents in the Çatalca district; authorities stated that the INRAIL Project is intended for both freight and transportation purposes.
- Representatives of the Provincial Directorate of Agriculture asked whether the project route crosses wetlands and whether environmental protection measures would be taken in these areas. Authorities explained that EIA is one of the most important components of the project under national legislation, and that environmental measures will be implemented in cooperation with relevant institutions throughout the project.
- Participants requested local employment opportunities during the construction phase. Authorities explained that this commitment is included in the LMP and that contractors and supervision consultants will prioritize technically qualified local labor.
- Participants asked whether the INRAIL Project is connected with the Kanal Istanbul Project. Authorities stated that although there are shared geographic locations, the two projects are independent.
- Participants asked whether the project would include sound barriers. It is stated that the detailed design has not yet been finalized, however environmental and social considerations will be taken into account during design and noise pollution mitigation measures will be implemented accordingly.
- A representative of the General Directorate of Highways (KGM) requested that the purpose of the project be explained again, and authorities provided a detailed explanation.
- Participants asked whether the INRAIL Project is connected to the Ankara–Istanbul High-Speed Train line. Authorities stated that the two projects are independent.
- The mukhtar of Işıklar Neighborhood asked whether additional stakeholder engagement meetings would be held in the later stages of the Project. AYGM responded that regular meetings will be organized throughout each phase of the Project, as stipulated in the SEP.
- The mukhtar of Kaleiçi Neighborhood asked whether the railway line would be used exclusively for freight transport or also for passenger services. AYGM stated that the line is planned to accommodate both freight and passenger transport, contributing to easing Istanbul's overall traffic load in both segments.
- Participants asked whether the Çerkezköy–Ispartakule routes are included in this project. Authorities stated that these routes are not included in the INRAIL alignment and belong to a different project.

### Public Information and Participation Meeting – Çekmeköy District

#### 2<sup>nd</sup> Meeting: 20 November 2025

Within the scope of the INRAIL, Public Participation Meeting was held on 20 November 2025, between 11:30 and 12:45, in the Çekmeköy district of Istanbul in order to inform the public about the project and ensure their participation in the project process. The meeting was organized by the Istanbul Governorship Provincial Directorate of Environment, Urbanization and Climate Change and Çınar Engineering Consultancy Inc. In addition to local residents, representatives from the AYGM, Çekmeköy District Municipality, Provincial representatives of the General Directorate of Agricultural Reform (TRGM), and Provincial representatives of the General Directorate of Highways (KGM) attended the meeting. A total of 35 participants were recorded.

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 121 |

The meeting was held as part of the Environmental Impact Assessment (EIA)(ÇED) process implemented under national legislation, in order to inform the public about the proposed project and collect their views and suggestions. For this reason, the meeting documents will not be included within the SEP.

During the meeting, participants were informed through a presentation and video regarding the purpose, route, and key technical characteristics of the INRAIL. It was conveyed that the approximately 126 km railway line, connecting the Asian and European sides of Istanbul, aims to address existing capacity constraints and provide uninterrupted access to the two airports. It was stated that the line has been designed to minimize impacts on settlement areas through engineering structures consisting largely of tunnels and viaducts. Additionally, it was emphasized that approximately 47% of the route will be underground, and that this design choice aims to reduce surface impacts on settlements, living spaces, and landscapes.

The views and questions expressed by participants during the meeting are summarized below:

- Participants asked at which stage the project currently stands, and authorities stated that the INRAIL Project is in the EIA phase.
- Participants asked whether their properties located in the Karanlıkdere/Beykoz area would be exposed to environmental impacts due to the INRAIL Project, and authorities stated that measures would be taken throughout the project to minimize environmental and social impacts.
- Representatives of the General Directorate of Highways (KGM) stated that there is an ongoing motorway construction project near the project area and commented that conducting joint work during the INRAIL Project may provide mutual benefit to the institutions.
- Representatives of the Provincial Directorate of Agriculture asked whether the project route crosses wetlands and whether environmental measures would be taken for these areas. Authorities stated that the EIA is one of the fundamental components of the project under national legislation, and that necessary environmental measures would be taken in cooperation with relevant institutions.

### **Public Information and Participation Meeting – Çayırova District**

#### **3rd Meeting: 21 November 2025**

- Within the scope of the INRAIL, a meeting was held on 21 November 2025, between 10:30 and 11:45, in the Çayırova district of Istanbul, in order to inform the public about the project and ensure their participation in the project process. The meeting was organized by the Istanbul Governorship Provincial Directorate of Environment, Urbanization and Climate Change and Çınar Engineering Consultancy Inc. In addition to local residents, representatives from the AYGM, Çayırova District Municipality, and Gebze District Municipality attended the meeting. A total of 25 participants were recorded.
- The meeting was held as part of the EIA process implemented under national legislation, in order to inform the public about the proposed project and obtain their views and suggestions. For this reason, the meeting documents will not be included within the SEP documentation.
- During the meeting, participants were informed through a presentation and video regarding the purpose, route, and key technical characteristics of the INRAIL. It was conveyed that the approximately 126 km railway line, connecting the Asian and European sides of Istanbul, aims to address existing capacity constraints and provide uninterrupted access to the two airports. It was stated that the line has been designed to minimize impacts on settlement areas through engineering structures consisting largely of tunnels and viaducts. Additionally, it was emphasized that approximately 47% of the route will be underground, and that this design choice aims to reduce surface impacts on settlements, living spaces, and landscapes.
- The views and questions expressed by participants during the meeting are summarized below:
- Representatives of the Gebze Municipality asked about the distance of the planned railway line to the Gebze district and its possible effects. Authorities explained in detail the benefits the project will provide in terms of freight transportation and mobility. Authorities also showed the project alignment more comprehensively through presentations and maps to the district municipality representatives.
- Participants expressed concerns regarding the possibility of blasting during project implementation and referred to a recent accident that occurred in the region. Authorities stated that the INRAIL would be implemented meticulously in line with both national EIA requirements and international environmental commitments.

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 122 |

## Appendix-12: Public Consultation and Disclosure Meeting (ESIA) (12-13 February 2026)

### 1. Consultations with Village Headmen (Mukhtars)

#### **İstasyon Neighborhood (12.02.2026)**

- Within the Project alignment, a significant portion of the land falls inside military-controlled areas. Several structures located in these areas were previously used as industrial facilities; however, they are currently vacant, abandoned, and in inactive condition.
- A part of the neighborhood has been designated as a Reserve Area by the Ministry of Environment, Urbanization and Climate Change. As a result, most parcels within this zone have been transferred into state ownership, and the administrative authority of the neighborhood over these areas has been limited accordingly.
- The interaction between local agricultural activities and the Project is assessed to be very low. It is estimated that only one or two households are currently engaged in active farming.
- The level of potential Project impact is expected to increase toward the Aydınlı and Çayırova areas. İstasyon Neighborhood is not considered to be within the direct impact zone.
- The neighborhood may be considered within Project employment opportunities; however, local residents predominantly prefer white-collar employment in Organized Industrial Zones (OIZs) and other industrial facilities.
- No concerns or incidents related to migrant workers have been reported during consultations.
- The most effective communication channels identified include voluntary information sharing through neighborhood-based WhatsApp groups, which are widely used for local announcements and information dissemination.

#### **Kurdoğmuş Neighborhood (12.02.2026)**

- Land-use planning constraints remain in force due to the reservoir protection basin regulated by İSKİ. Ongoing discussions regarding potential zoning changes in nearby areas create uncertainty related to land tenure security and future land use expectations among local stakeholders.
- Agricultural production is predominantly carried out through leasing arrangements rather than owner-operated farming. Wheat, barley, and oat cultivation are the primary activities. The prevalence of tenant farming indicates that both landowners and land users may be affected differently and should be considered separately during livelihood impact assessments.
- Agricultural activities are observed even on approximately 1,000 decares of land that appear vacant, suggesting seasonal or informal cultivation practices that may not be fully reflected in official land records.
- Seasonal agricultural labor is limited in duration, typically occurring during the baling period and lasting approximately 2–3 days. As a result, dependence on seasonal agricultural income is considered relatively low; however, temporary income disruptions may still occur during construction phases.
- Livestock breeding remains an ongoing livelihood activity despite a gradual decline. The sector reportedly employs foreign-origin workers, particularly from Afghanistan, indicating the presence of potentially vulnerable labor groups who may require inclusive stakeholder engagement measures.
- Beekeeping is not practiced by local residents; however, migratory beekeepers periodically utilize the area, representing a form of temporary land-based livelihood that should be considered during construction scheduling and access management.
- The young population predominantly seeks employment opportunities outside the neighborhood, especially in the Pendik area, including aviation, education, healthcare, and service sectors. Consequently, demand for Project employment from local residents is expected to remain limited. Nevertheless, labor availability may increase, where construction-related employment opportunities may attract local workers.

#### **Paşaköy Neighborhood (12.02.2026)**

- The primary concern expressed by local stakeholders is that the settlement is spatially constrained between the Northern Marmara Motorway and the Project alignment, creating cumulative pressure on land use and natural resources.
- Community members expressed concerns that, if the alignment remains unchanged, underground water resources, pasturelands, and other natural assets may lose their ecological and productive characteristics. These concerns highlight perceived risks related to natural resource dependency and environmental sustainability. It was explained that all necessary mitigation and protection measures will be developed and implemented in line with World Bank environmental and social standards. In addition, all required permits and approvals will be obtained in accordance with applicable national legislation through consultation and coordination with the relevant institutions and organizations.
- Another key issue raised during consultations is the proximity between the Project and the Ömerli Dam, particularly in relation to environmental protection and water resource sensitivity. Participants were informed that potential risks to water resources will be assessed through environmental and social studies, and that preventive measures will be applied in accordance with World Bank standards. It was also stated that all regulatory procedures, permits, and authorizations required under Turkish legislation will be completed in consultation with the relevant authorities.

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 123 |

- Although forestry does not constitute a primary livelihood source, low-income households collect firewood, representing a supplementary livelihood support mechanism.
- Activities such as mushroom gathering are practiced mainly for recreational purposes and do not constitute a significant income source.
- Charcoal production, once an important economic activity in the settlement, has largely disappeared and no longer represents a major livelihood.
- Agricultural production continues at the household level, mainly consisting of wheat and oat cultivation.
- Both dairy and beef cattle farming are practiced, and pasture use remains active. However, livestock breeding has significantly declined compared to past levels.
- Approximately 30 households are reported to actively use pasture and agricultural areas. Despite the decline, livestock-related activities still account for an estimated 30% of local livelihood sources.
- A total of 18 farms and slaughterhouses are currently operational, indicating that commercial-scale enterprises represent an important economic component of the area.
- Household-level producers primarily sell directly to local customers. The area is perceived as a natural production zone; stakeholders noted that a decline in livestock production could shift buyers toward the Kandıra region. In this context, commercial enterprises are expected to face greater potential impacts than small household producers.
- Large livestock breeding is more prevalent, although small livestock activities also continue.
- Afghan shepherds are reportedly employed in livestock activities; however, stakeholders emphasized that irregular employment has become nearly impossible due to increased controls.
- The most effective communication channels with farmers include social media and WhatsApp groups. In addition, public announcements and notice boards located in mosques and coffeehouses were identified as complementary outreach methods.

#### **Alibahadır ve Paşamandıra Neighborhoods (12.02.2026)**

- The mukhtars of both neighborhoods stated that their settlements have almost no interaction with the Project and are therefore not expected to experience direct Project-related impacts.
- Following zoning arrangements implemented by the Ministry of Environment, Urbanization and Climate Change, a significant portion of agricultural land has lost its agricultural designation. As a result, many parcels have been closed to both agricultural activities and development.
- Although some households continue small-scale farming, overall agricultural activity remains very limited and is largely focused on green fodder cultivation rather than income-generating production.
- Many parcels have fragmented, multi-owner structures. Increasing operational and coordination costs associated with shared ownership have resulted in the near abandonment of agricultural activities in several areas.
- Livestock breeding is currently practiced at a low level, as grazing lands have also been subject to zoning regulations similar to agricultural areas, leading to restricted use and declining activity.
- Consequently, migrant or seasonal labor involvement in agriculture and livestock activities is minimal, and such workers are rarely observed in the area.

## **2. Meeting Minutes**

### **2.1 Local Community Meeting -1- Arnavutköy Neighborhood (13.02.2026)**

At the beginning of the meetings, participants were provided with general information regarding the Project scope, applicable environmental and social standards, and stakeholder engagement principles in line with international financing requirements. The grievance mechanism was introduced, including available channels for submitting feedback, complaints, and requests throughout the process. In addition, a visual presentation, including a video illustrating the planned railway alignment and surrounding areas, was shared to support participants' understanding and facilitate informed discussion.

- Participants primarily raised questions regarding the potential land acquisition process, the expected corridor width, and the level of certainty associated with the current alignment. It was explained that these details will become clear after the contractor selection and once the design is finalized. In line with World Bank standards, expedited land acquisition will not be applied under any circumstances. Following the finalization of the design, affected stakeholders will be continuously informed, and parcel-level impacts and related determinations will be communicated transparently throughout the process.
- Concerns were expressed about possible alignment changes, particularly in relation to planned modifications associated with the Northern Marmara Motorway corridor. Participants emphasized the importance of coordination between different infrastructure investments to avoid repeated land acquisition procedures and fragmentation of agricultural parcels. In response, it was explained that current information is based on the available alignment studies and that stakeholders would be informed should revisions occur.
- Participants shared previous experiences related to earlier infrastructure investments in the region, highlighting delays in compensation payments, parcel annotations, subdivision (ifraz) processes, and prolonged legal procedures. These past experiences contributed to concerns regarding potential livelihood impacts, uncertainty over land use, and limitations on property transactions. It was noted that these experiences have shaped current community expectations and sensitivities.
- Information was provided indicating that land acquisition activities would only commence after completion of the final design phase and that the process would follow international financing standards emphasizing avoidance and minimization of impacts. It was further explained that livelihood impacts, including those affecting informal land users or vulnerable households, would be assessed and addressed through dedicated environmental and social management instruments.

|  |                     |           |
|--|---------------------|-----------|
| <b>Istanbul North Rail Crossing Project (INRAIL)</b> |                     |           |
| <b>Stakeholder Engagement Plan</b>                   |                     |           |
| Final  | Date: February 2026 | Page: 124 |

- Participants emphasized the importance of early planning, transparent communication, and direct engagement with landowners before any formal procedures begin. Suggestions were made to strengthen institutional coordination and ensure that affected persons receive written responses through official communication channels.
- Questions were also raised regarding the technical characteristics of the railway, including whether the line would operate as a double track system, the location of tunnels and bridges, construction timing, and the number of stations. It was clarified that the railway is planned as a bidirectional line with sections passing through tunnels and that construction activities have not yet started.
- Several participants expressed concerns about potential social and environmental impacts, including livelihood disruption, noise effects, and long-term community well-being. In response, information was provided regarding environmental and social assessment processes, including requirements to comply with national legislation and international standards related to noise limits, community health and safety, and impact mitigation measures.
- Discussions also addressed broader regional transportation objectives and integration with national and international railway corridors. Participants sought clarification on the financing structure and implementation rationale, and general information was provided regarding inclusion of the railway within national development and transport corridor planning frameworks.
- Community members requested clarification on grievance channels and institutional responsibilities. The grievance mechanism was reiterated, and participants were informed that feedback and complaints could be submitted through multiple available channels to ensure that concerns are recorded and addressed throughout the process.
- Participants further requested access to detailed maps and parcel-level information. It was explained that alignment maps are available within environmental and social assessment documentation; however, parcel-specific information is not yet available due to the ongoing design stage.
- Overall, discussions reflected community expectations for transparency, timely information sharing, fair compensation practices, and avoidance of past challenges experienced during previous infrastructure developments. Questions and concerns raised during the meeting were addressed, and clarifications were provided based on currently available project information.

## 2.2 Local Community Meeting -2- Çatalca District (13.02.2026)

At the beginning of the meeting, participants were informed about the overall scope of the Project, the applicable World Bank environmental and social standards, and the stakeholder engagement approach. The grievance mechanism was explained in detail, and a video presenting the planned alignment corridor was shown in order to support participants' understanding of the current design stage.

- Participants raised numerous questions mainly concerning the design timeline, land acquisition procedures, corridor width, compensation processes, and potential impacts on agricultural lands and properties. It was explained in general terms that the Project is still at the preconstruction stage and that construction activities are not expected before 2027. Participants were informed that updates will continue to be shared through official communication channels and future stakeholder meetings as information becomes clearer.
- Questions regarding land acquisition timing were addressed by explaining that alignment verification will be conducted after contractor selection and that adjustments may occur depending on ground conditions and technical feasibility. It was emphasized that land acquisition procedures will only begin after the alignment and design are finalized and formally approved. In accordance with World Bank standards, expedited land acquisition will not be applied, and construction activities cannot begin before compensation payments are completed and documented, and the relevant processes receive the required approval of the World Bank.
- Participants expressed concerns based on past experiences in other Kuzey Marmara Motorway where compensation payments were delayed. In response, it was explained that the applicable international standards require full compensation to be completed prior to construction and that continuous monitoring and reporting mechanisms are in place. Stakeholders were also informed that they retain the right to object to valuation results, request reassessment, initiate legal procedures, and submit grievances through established mechanisms at any stage.
- Questions were also raised regarding potential parcel fragmentation. It was explained that valuation processes consider factors such as geometric deformation of parcels, loss of usability, and partial acquisition impacts. Where necessary, additional mitigation measures and livelihood support options may be considered, particularly for vulnerable households.
- One participant asked whether agricultural activities could continue during the current year (2026). In response, it was explained that construction activities are not expected to commence within this year; therefore, agricultural production may continue under current conditions. Participants were informed accordingly during the meeting. It was noted during the meeting that the participant cultivates barley, wheat, and sunflower on his land parcel.
- Participants also raised questions regarding the stations planned along the railway alignment. In response, information was shared indicating that 2 stations are planned to newly constructed along the corridor, including stations serving Istanbul Airport and Sabiha Gökçen Airport, as well as the existing stations located in the Çatalca and Çayırova areas. Participants were informed accordingly during the meeting.
- Participants asked about the broader rationale of the route selection and regional integration. It was explained in general terms that the railway constitutes part of a wider regional transport corridor connecting international logistics networks and integrating with existing transport infrastructure. The alignment does not target a specific settlement but follows technical and geographic suitability within the broader network.
- Information was also provided regarding future contractor responsibilities. It was explained that contractors will be required to comply with environmental and social commitments, including codes of conduct, community health and safety measures, labor standards, and grievance response obligations. Independent monitoring and periodic audits will be carried out to ensure compliance, and monitoring results will be publicly disclosed.
- Additional discussions focused on construction-related impacts such as noise, dust, and temporary land use. It was clarified that an impact assessment area extending beyond the physical corridor is used only for environmental analysis purposes and does not represent a construction restriction zone. Participants were informed that environmental and social documents will be updated whenever design changes occur and that stakeholders will continue to receive information through meetings and public disclosures.
- Overall, responses were provided in explanatory and general terms, noting that parcel-specific information cannot yet be confirmed. Participants were encouraged to continue sharing questions, concerns, and suggestions through available communication and grievance channels throughout the upcoming stages.