

Environmental and Social Data Sheet

Overview

Project Name:	ISTANBUL UNDERGROUND RAIL NETWORK II
Project Number:	20160340
Country:	Turkey
Project Description:	The Project involves the construction of the 13,4 km long Atakoy - Ikitelli line with 12 new stations on the European side of Istanbul. The new line will intersect with 6 different urban rail systems and provide improved network connections.
EIA required:	No, screened out.
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project is part of Istanbul's urban transport masterplan (IUAP) of March 2011. One of the main cornerstones of the cities transport strategy is a substantial expansion of its metro network. Alternative schemes and routes were investigated as part of the strategy. The strategy has been subject to an environmental and social assessment which is included as a chapter of the main document.

If situated within the EU, the project would fall under Annex II of EIA Directive 2011/92/EU and therefore be subject to a screening decision of the Competent Authority. In this case, the competent authority (the Ministry of the Environment and Urbanisation) screened out the project in 2015, taking into consideration the results of an environmental study prepared by the Promoter in 2015. The study included the mitigation measures that the Promoter proposed to implement. The Competent Authority concluded that the mitigation measures envisaged were adequate and stipulated that implementation of the project must be in compliance with the provisions of the Environmental Study. Bank finance will be subject to the Promoter undertaking to implement the project in accordance to the environmental approval. An Environmental Management Plan is being drafted to monitor the implementation of the environmental decision and the mitigation measures. The depot for the rolling stock for the project had already been built at the time of appraisal. It was opened in 2013. Details about the environmental procedure were not obtained at the time of the appraisal, though the Promoter confirmed that no EIA was required. Finance will be subject to receipt of the environmental documentation.

The alignment runs mostly underground in the urban area of Istanbul. No stations, ventilation shafts or emergency exits are located in any major green area in the city. The environmental study confirmed that the project does not affect any Natural Conservation Areas. Despite some limited adverse environmental impacts during construction (in particular noise and dust

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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for which mitigation measures will be applied), the project is expected to have an overall positive impact on the environment as a result of the increase in public transport service and quality. The estimated reduction of traffic related CO₂ emissions, mainly due to the shift from bus and private cars towards the much more energy efficient metro, is in the range of 16 kilotonnes per year.

Social Assessment

Land acquisition is being carried out in accordance to the Turkish Expropriation Law (No 2942). Land acquisition has been avoided where feasible, and minimized by exploring all viable alternatives. Limited land acquisition is however unavoidable, in total 36 plots are to be expropriated from which two thirds are privately owned. None of these plots are however built up at the moment, and consequently no demolition of private properties or resettlement is required for the project. The expropriation decision was published in September 2014. Turkish Expropriation Law stipulates compensation for land expropriation at full replacement costs, and is hence expected to be in line with EIBs social standards.

No informal users or squatters were identified around the new stations. There may be some economic impacts during construction, as construction of the stations will take place in narrow street corridors, and hence the works may hinder or even temporarily restrict access to businesses. The promoter undertakes to implement the project in accordance to EIB's social and environmental standards and inform the Bank regularly on land acquisition and livelihood restoration, and when requested by the Bank.

The fundamental ILO conventions were ratified by the Turkish Government and Turkish Labour Law and other relevant H&S regulations are in line with the Conventions. According to local labour law, all employees must be covered by health insurance and receive copies of their contracts upon being hired. The contract signed between the Promoter and the contractor contains clear terms and requirements with respect to labour and working conditions. The contractor confirmed that they have conducted Health and Safety risk assessments for all sites and the contractor has documented safe working procedures and instructions for personnel protective equipment usage, training, safety in excavation and tunnelling works, lifting, working in confined spaces, safe working with electrical equipment, waste management, and chemical safety. Emergency Response Plans for construction of each station and tunnelling works are also completed and approved by the relevant authority.

No significant risks or impacts on community health and safety are expected as a result of project activities, and those that were identified are being mitigated through the management plans in place. The primary risk to community health and safety could be associated with traffic safety by an increased volume of truck traffic during the construction phase. The Promoter will have a traffic management plan that requires close coordination with local traffic authorities and traffic signs around the street level construction sites.

Public Consultation and Stakeholder Engagement

The project has been subject to public consultation, prior to approval of the project design by the municipality. Public participation was also organised in 2008, in the framework of the new masterplan for Istanbul, of which the project is part. The Promoter communicated to interested parties and affected communities through its webpage, city bill boards, media advertisements and throughout the metro network. The Public Relations Directorate has an On-site Consultation Unit and a Small and Medium Enterprises Visit Unit, which inform residents and businesses before, during and after construction of the project. A communication plan was published on 1.9.2016.

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The Promoter has a grievance mechanism in place including a webpage and a hotline for the project in compliance with Turkish legislation “Information Right Law, number 4982 of 9/10/03). Monitoring of previous metro projects of the Promoter showed that the grievance mechanism is indeed in place and working.

Conclusions and Recommendations

The Competent Authority concluded that the mitigation measures envisaged in the environmental study performed for the project were adequate and stipulated that implementation of the project must be in compliance with the provisions of the Environmental Study. Bank finance will be subject to the Promoter undertaking to implement the project in accordance to the environmental approval and submit to the Bank an Environmental Management Plan that outlines how the mitigation measures stipulated in the environmental decision are being implemented and how their implementation is monitored.

Details about the environmental procedure for the line were obtained and were found satisfactory. However, the screening-out decision for the depot, which is already operational, was missing at the time of the appraisal and therefore disbursement will be subject to receipt of the environmental documentation for the depot.

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Subject to abovementioned conditions, the project is considered acceptable for Bank financing from an environmental and social perspective.