



**PROJECT**

*Mersin Port Phase II Extension, Turkey*

SOCIAL IMPACT ASSESSMENT REPORT-FINAL

JULY 17, 2023

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## Abbreviations

Abbreviation	Definition
AID	Areas of Direct Influence
All	Areas of Indirect Influence
Aoi	Area of Influence
BDP	Peace and Democracy Party (Barış ve Demokrasi Partisi)
CESMP	Construction Environmental and Social Management Plan
CHP	Republican Peoples Party (Cumhuriyet Halk Partisi)
DAA	Directly Affected Areas
EBRD	European Bank for Reconstruction and Development
EIA	Environmental Impact Assessment
EMH	East Med Hub
EMH2	East Mediterranean Hub Phase 2/ The Project
ESAP	Environmental and Social Action Plan
ESDD	Environmental and Social Due Diligence
GBVH	Gender-Based Violence and Harassment
GIP	Good Industry Practice
HDP	People's Democracy Party (Halkların Demokratik Partisi)
IFC	International Finance Corporation
LTA	Lender Technical Adviser
MESKİ	Mersin Water and Sewerage Administration
MIP	Mersin Uluslararası Liman İşletmeciliği A.Ş. (Mersin International Port Management Inc.)
MMM	Mersin Metropolitan Municipality
OECD	Organisation for Economic Co-operation and Development
OHS	Occupational Health and Safety
PM <sub>10</sub>	Particulate Matter
PR	Performance Requirements
PS	Performance Standards
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment
SIP	Supplementary Information Package
SIZ	Small Industrial Zones
SMP	Social Management Plan
SO <sub>2</sub>	Sulphur Dioxide
SSI	Social Security Institution
TCDD	Turkish State Railways
TEU	Twenty-feet Equivalent Unit
TURKSTAT	Turkey Statistical Institute
UNESCO	United Nations Educational, Scientific and Cultural Organization.



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## *Reliance on Report*

This report has been prepared by BTY [Consultancy Group Inc.] (BTY) at the request of European Bank for Reconstruction and Development (EBRD) and International Finance Corporation (IFC) on the Mersin Uluslararası Liman İşletmeciliği A.Ş. (Mersin International Port Management Inc.) (MIP).

This report has been prepared in accordance with the scope of BTY's engagement with Mersin Uluslararası Liman İşletmeciliği A.Ş. (Mersin International Port Management Inc.) (MIP) and is subject to the terms of that appointment. This report is for the sole use of the EBRD, IFC and MIP.

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## Executive Summary

The EBRD and IFC are considering financing MIP's Mersin Port Expansion Project, which is called East Mediterranean Hub 2 (EMH2) (the Project). BTY has been mandated as the advisor to complete the Supplementary Information Package (SIP) for the MIP.

According to the EBRD's and IFC's Environmental and Social Policies, and their associated Performance Requirements (PRs) and Performance Standards (PSs), a project of this type (Category A) and scale requires a full Environmental and Social Impact Assessment (ESIA). The Project was subject to a local national EIA to Turkish standards in 2020 and an environmental permit No. 223555866.0.1 was issued.

Following an independent review of the local EIA report via an ESDD process by BTY, the EBRD and IFC required the preparation of a number of supplementary environmental and social studies and documents to fill the gaps necessary to meet their PRs and PSs and international good practice. The Turkish national EIA does not include a social assessment and this SIA constitutes a part of the supplementary information and disclosure package as per Lenders' requirements and is complementary to the local EIA report, together forming the Project's ESIA for potential Lenders.

The Mersin International Port has been operational for decades and is Turkey's one of the largest multipurpose port by total tonnage and import-export container throughput. It is positioned as the main gateway for central and eastern Turkey's foreign trade and has been considered as an important contributor to Turkey's economic growth. MIP provides services to ships that transport containers, dry and liquid bulk freight, general cargo, project cargo, Roll In-Roll Out, passengers and livestock. The port also provides the full range of maritime and terminal services.

The EMH2 Project is the second phase of the EMH1 project, which was completed in 2016, having increased the container handling capacity of the port by 800,000 TEU to 2.60 m TEU. The EMH2 is to expand the existing container terminal located in the Akdeniz District of Mersin, Turkey, due to operational efficiency needs. In the initial phase of EMH2 (the Project), the capacity of the port will be increased, including a 380-meter extension of the existing dock towards the sea and provide a total EMH quay length of 880m accommodating simultaneous berthing for 2 x 400m container vessels. Total handling capacity of MIP will increase from 2.6 million TEU to 3.6 million TEU, corresponding to an increase of around 35%. The secondary stage of the expansion has to do with operations and is not conceptually included in this assessment.

The Project's construction phase is going to take 36 months, existing port operating alongside with the expansion works. The port will be under MIP's operation terms for 22 years. The main objective of the SIA report is to establish a baseline, describe the social landscape of the Project Area, depict potential social issues, identify the social risks and devise mitigation mechanisms to minimize those risks and avoid adverse impacts and reduce the overall negative impacts of the Project while maximizing the potential benefits for social good. With this report, the second aim is to present a Social Management and Monitoring Plan to manage the social components of the Project. The relevant construction period social management action items are included into Project's Construction Environmental and Social Management Plan ("CESMP") to be implemented by the Construction Contractor throughout the construction period.

This SIA analyzes both the positive and negative socioeconomic and social impacts of the Project, thus helping MIP management and the Project recognize the possible impacts of the Project and identify mitigation measures to manage the change; predict the possible impacts and take necessary measures to minimize negative impacts, and identify previously unrecognized and unpredicted social impacts through this study and to be accountable and good neighbors via solid plans, monitoring and evaluation programs. Therefore, this study is a new platform for MIP and interested and affected communities to have open communication.

The SIA has been prepared to accepted international standards, and Environmental and Social Policies and Performance Standards and Requirements of IFC and EBRD have been pursued. In order to gauge the impact of the Project, qualitative and quantitative research methods have been employed. Documentary review conducted and secondary research data have been collected via publicly available quantitative data resources as well public

institutions, a stakeholder-mapping exercise was conducted prior to the impact assessment study and a five-day field study was conducted in April 2021. Ninety-six (96) in-depth interviews were conducted with the high-level representatives of government and local administration in Mersin including the Governor, Deputy Governor and the heads of the relevant Provincial Directors, elected local government (municipality) representatives, the mukhtars (elected neighborhood heads), and representatives from the Chambers and Commercial Unions, NGOs, local media and business community. Further conversations and informal meetings were held with the members of the community members living in AoI on streets, local businesses and MIP workers.

The aim of these meetings and community-based interviews were to reveal the impacts of the Project while providing a platform to participants to recognize the issues, reflect their own experiences, provide solutions, and convey their feelings and opinions.

Several informal meetings were held with receptors/PAPs including women and seniors (>65), and small business owners based on the Area of Influence (AoI). The meetings included the stakeholders from the Çamlıbel fishing port (professional and amateur fishers and fish boat restaurant owners), Atatürk Park users and peddlers, café owners, and neighborhood dwellers in Akdeniz district. Separate informal and formal meetings were conducted with MIP employees working at the Project.

The steps of the SIA study comprised of 4 stages.

1. At the first stage a desktop study, scoping of impact study and stakeholder mapping study were conducted in order to assess the current socio- economic baseline at the AoI and the district and the affected settlements via secondary data.
2. At the second stage, a field study was conducted in order to identify impacts and the current situation analysis was updated accordingly. At this stage, stakeholder discussions were also held. Measures were proposed based on the identified impacts. A Social Management Plan and Stakeholder Engagement Plan were developed.
3. At the third stage, a final online meetings and workshops were held where selected stakeholders were invited in order to assess the findings and proposed measures within the scope of the SIA, and to get the opinions and suggestions of stakeholder representatives.
4. At the final stage of the study, the mitigation measures and the Plans were revised and finalized in line with the opinions, suggestions and information received at the workshops held. Also, some additional telephone calls with the stakeholders were held in order to collect further livelihood baseline data.

With this SIA, the definition of the Project's AoI includes any area affected by changes to its economic, social and environmental dynamics caused by the implementation of the Project. Given the prominent role of the Port in international trade and economic impact for the country, the geographical AoI is determined to be 4 geographic areas descending from macro to micro; (1) Turkey, (2) Mersin, (3) Mersin's Akdeniz District and (4) its 7 neighborhoods that are directly affected by the Port's coastal use, environment and traffic: Üçocak, Yeni, Camii Şerif, Çankaya, Kültür, Hamidiye, and Hal. In addition, the directly and indirectly impacted and interested stakeholders (including local governance, civil society or supply chain businesses) and vulnerable groups were identified across the AoI. Interviews during the site visit were conducted with the individuals representing these groups including municipalities, governorships, provincial directorates, mukhtars, security and traffic authorities, development agencies, logistic companies, local businesses, local media and NGO representatives, academics, professional chambers and unions, workers and internal stakeholders at MIP.

The Project has significant economic benefits for Turkey and Mersin. With the assumption that the contract workers and employees for the Project's construction (a minimum of 40) and operation (a minimum of 500 additional) phases are recruited locally, it is expected that the city of Mersin will benefit from the Project in terms of employment.

Secondly, with the increased operational capacity, the Port will gain further international and regional prominence and competition power resulting in even more direct and indirect employment opportunities in economic, trade

and commercial sectors related to the Port operations and reduced waiting time for the agricultural products of Mersin, Cukurova Region and its wider hinterland.

The Project is a brownfield extension project located in city of Mersin's urban heartland with no immediate land acquisition and resettlement implications. There are also no newly identified risks of decrease in access to farming land, and pasture.

It is observed that there is a gap between MIP and some public, social and economic stakeholders in terms of communication, relationship building, and information exchange. Accordingly, there is an opposition to the Project within civil society either because the Project is not well understood or for wider politico-spatial reasons where it is assumed that the Project's projection expands further towards the city center (West) and potentially affecting the use of the urban and recreational areas in the coast adjacent to the to-be expanded Port.

The local EIA has been legally challenged in courts by the Mersin Municipality.

On 12 June 2020, the Mersin Metropolitan Municipality filed a lawsuit (along with the Stay of Execution Demand for the transaction subject to the lawsuit) against the Ministry of Environment and Urbanization (the for the Cancellation of the Transaction and Execution of the 1/5000 scale Additional Revision Master Plan as well as 1/1000 Scale Additional and Revisional Implementation Plan which were prepared for the capacity increase of Mersin Port and approved by the Ministry.

On 25 August 2020, the Ministry submitted its reply petition to the case file in order to respond the claims raised by the Municipality. On 16 September 2020, Mersin 2nd Administration Court rendered an interim decision that as the dispute subject to the lawsuit may affect both MIP and the General Directorate of Turkish State Railways (the "TCDD"), they are decided to be notified. On October 22, 2020, the Municipality submitted its second (reply) petition to the Court.

On November 16 and 23, 2020, the MIP and TCDD intervened to the litigation by submitting a petition, respectively. On November 23, 2020, the Ministry submitted its second petition to the Court.

On December 11, 2020, the MIP submitted a further petition to respond to the reply petition of the Municipality dated 22nd October 2020. On January 14, 2021, the Court decided to conduct an on-site examination (discovery) and expert examination. The date of the discovery to be realized was determined as February 1, 2021.

On January 31, 2022, Mersin Metropolitan Municipality (plaintiff) filed a lawsuit against the Ministry of Environment, Urbanization and Climate Change (defendant) to stop the project. Mersin Chamber of Architects Branch was also among the plaintiffs as an intervener. MIP was also included among the defendants as an intervener. The objection to the project was rejected by the 6th Chamber of the Council of State on 02.03.2023 with decision number 2023/2152.

The existing port is already in the everyday cultural imaginary and spatial landscape of the city of Mersin and Mersinites, being located in the heart of the city and affecting everyday life in the local and regional Aol. Despite this existing dialectical relationship of the port and the community for decades, and despite the existing historical discourse of "There is no Mersin without the port", the information regarding the existing and future operations and the inconveniences the public experience (or potentially may experience in the future) are yet to be established in a systematic manner based on the existing mechanisms and via open and periodical communication. Therefore, there is a need for a robust social engagement strategy to communicate MIP's plans via evidence-based documentation to avoid speculative interpretations, public discontent, and reputational risk For this purpose, a Stakeholder Engagement Plan (SEP) has been also prepared within the scope of the Project.

In this sense, the SIA study highlights many issues that will enable this relationship with stakeholders. These include robust information campaigns and systematic and diverse grievance mechanisms, and opening communication and cooperation channels with diverse stakeholders all contributing to the expansion and revival of the port with the people / city, not against the public / city. Additionally, there are some potential negative impacts the Project will impose on some stakeholders, such as tour boats operating in Atatürk Park, street vendors and kiosk/business owners operating in the vicinity and the communities located within construction truck traffic route and noise and



dust impact area. Potential impacts which might adversely affect livelihood have been identified, assessed and relevant mitigation and monitoring items have been determined in the Livelihood Restoration Plan that has been prepared for the Project.

Please refer to the following table for the list of potential key impacts identified, summary of key proposed control, mitigation and enhancement measures, relevant management plans and policies MIP will be utilizing. With these tools and mitigation measures, MIP will be able to minimize most of the negative impacts while maximizing the benefits. An assessment of the impact's potential residual significance is provided in the last column. A more detailed version of this table is included in Chapter 5 with relevant methodological explanations.

**Table 1: Summary of Potential Key Impacts, Proposed Control, Mitigation and Enhancement Measures, Relevant Management Plans and Policies, and Potential Residual Significance**

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
<b>Economic Impact</b>				
Increase in local employment and contribution to local economy and welfare if the company/employees are recruited from Mersin.	Construction and Operation	MIP will ensure locals will be prioritized for the workers/employees selected by the EPC Contractor and its subs.	<ul style="list-style-type: none"> <li>Local Labour and Employment Plan</li> <li>Labour and Employment Plan</li> <li>Purchasing procedures</li> <li>Stakeholder Engagement Plan</li> <li>Community Investment Strategy</li> </ul>	Negligible
Reduction in the number of passengers taking tour boats in Atatürk Park, cafes in the Atatürk Park due to potential nuisances from construction activities.	Construction	<p>The tour boat operators will be consulted by MIP during the course of the Project for information exchange on project schedule, project potential impact and mitigation measures (such as LRP/LRF).</p> <p>A Stakeholder Engagement Plan will be prepared and operationalized to address the feedback and concerns raised by the civil society stakeholders especially focusing on the economic actors.</p> <p>Construction mitigation measures will be in place including avoiding major construction works during weekends, major holidays and similar scheduling arrangements</p> <p>In line with the SEP, a consultation process will be in place to inform the local businesses District as well as the MIP, local authorities in Mersin and Akdeniz on the mitigations and working arrangements.</p> <p>The MIP will establish a robust external grievance mechanism including all layers of grievance</p>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>Stakeholder Engagement Plan</li> <li>Livelihood Restoration Plan</li> <li>Community Investment strategy</li> </ul>	Minor

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		<p>collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism periodically. See Social Management Monitoring Plan.</p> <p>Any temporary or permanent impacts on livelihood will be monitored and compensation measures or restorative actions will be developed in accordance with the Livelihood Restoration Plan on tour boats.</p>		
<p>Reduction in the number of Atatürk Park visitors, users and potential customers for the street vendors and kiosk owners due to adverse effects of the construction (dust, noise, sea view constraints etc.).</p>	<p>Construction and Operation</p>	<p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism periodically. See Social Management Monitoring Plan.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction and operation. For this, MIP will devise and execute social projects to enhance the use and accessibility</p>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Stakeholder Engagement Plan</li> <li>• Livelihood Restoration Plan</li> <li>• Community Investment Strategy</li> </ul>	<p>Minor</p>

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		<p>of the park with a particular focus on vulnerable groups for the construction period.</p> <p>Any impacts on livelihood will be monitored and compensation measures or restorative actions will be developed.</p> <p>Monitoring of the scale of use of Atatürk Park after operation starts to confirm no adverse impacts of the visual impact in terms of decreased use of Atatürk Park.</p>		
The public perception on the possible delay or cancellation of the large-scale container port in the Turkish State's 10th and 11th Development Plan associated with the lack of competition for the port prices.	Operation	<p>MIP will hold meetings with the local governments and inform the public that their current operations and the Project is not a hampering factor for this bigger investment.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>Strategic Communication Plan</li> <li>Stakeholder Engagement Plan</li> </ul>	Major
<b>Labor and Working Conditions</b>				
Possibility of increased gender-based violence due to an increase in the number of employees	Construction and Operation	<p>MIP will develop and implement a sexual harassment policy and provide induction training on the sexual harassment policy for all employees and contractors .</p> <p>MIP will contractually require all contractors and subcontractors to adopt a sexual harassment policy and to communicate this to their employees into the tender contract for EPC and subcontractor.</p> <p>MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and</p>	<p>Employee Grievance Mechanism</p> <ul style="list-style-type: none"> <li>Tender contract for EPC and subcontractor</li> </ul>	Minor

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		<p>managers on how to respond to incidents of sexual harassment MIP will update their grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual harassment in the workplace</p> <p>MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.</p> <p>MIP will revise the disciplinary code in accordance with PR/PS2 and 4 including health and safety rules, non-discrimination and equal opportunity, prohibition of sexual harassment etc.</p> <p>MIP will explore opportunities for hiring more women in port operations.</p>		
<b>Community Health and Safety</b>				
The negative impact of the quarry operations on the highlands, roads, and community village life due to construction activity, transportation, noise (digging, breaking and drilling), nature & scene and local economic activity.	Construction	<p>MIP will require the EPC contractor and its subs to commit to use quarries which are already in operation in compliance with national requirements and with no significant impacts to local communities and will not supply filling material from new quarries.</p> <p>The quarry will be decided immediately with the subcontractor and the information will be shared with the public.</p> <p>The EPC contractor will require the subcontractor to proceed the quarry operations with due diligence.</p>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>Subcontractor Management Procedure</li> <li>Traffic Management Plan</li> <li>Stakeholder Engagement Plan</li> </ul>	Minor

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		TMP will be used to mitigate impacts of transporting materials to and from the quarry especially trying to avoid sensitive receptors such as schools/hospitals/etc. when designing the transportation route.		
Project related accidents in the transportation of filling and dredging materials.	Construction	<p>Safety procedures inside and around the port and on the roads and highways carrying materials will be planned and operationalized with the relevant stakeholders.</p> <p>MIP will inform public and other stakeholders prior to construction on the time schedule of planned civil works.</p> <p>MIP will inform fishing cooperative on restrictions and risks with close coordination, through SEP</p>	<ul style="list-style-type: none"> <li>• Traffic Management Plan</li> <li>• HSE Procedures</li> <li>• Stakeholder Engagement Plan</li> <li>• Grievance Mechanism</li> </ul>	Minor
Potential noise impacts at the surroundings especially from staking	Operation	<p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern.</p> <p>Monitoring of the noise emissions.</p>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Stakeholder Engagement Plan</li> <li>• Noise Monitoring Plan</li> </ul>	Minor
<b>Infrastructure and Quality of Life</b>				
Ever increasing traffic problem	Construction and Operation	MIP will complete the "Gate Project" to separate the port traffic from the city traffic and to shorten	<ul style="list-style-type: none"> <li>• Gate Project</li> </ul>	Medium / Minor

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		the waiting times for the trucks with the relevant public and social stakeholders.	<ul style="list-style-type: none"> <li>Traffic Management Plan</li> <li>Grievance Mechanism</li> </ul>	
Since it is not clear which quarry will be used for the filling material, the possible adverse traffic impact that the trucks carrying the filling material may cause in the port, outside the port, in village roads and in the city cannot be predicted	Construction	<p>There won't be a new quarry to be opened solely for the purpose of resourcing the Project's filling material; instead existing quarries will be utilized during the construction period. MIP will oversee the EPC Contractor to determine the mode of transportation and the locations of the quarries once determined and transportations routes as soon as possible, calculate the traffic load it will create and cooperate with the traffic authorities to take the necessary precautions.</p> <p>MIP will oversee The EPC Contractor and its subcontractors' Traffic Management Plans to ensure to mitigate the traffic impacts.</p>	<ul style="list-style-type: none"> <li>Subcontractor Management Procedure</li> <li>Traffic Management Plans</li> <li>Grievance Mechanism</li> </ul>	Minor
<b>Cultural Life</b>				
The use of Atatürk Park and Congress Hall for cultural activities during the construction will be adversely impacted because of nuisances created by construction works.	Construction	<p>The Project will not create physical disturbance to Atatürk Park.</p> <p>MIP will establish and monitor periodically an external grievance mechanism.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>Strategic Communication Plan</li> <li>Stakeholder Engagement Plan</li> <li>Livelihood Restoration Plan</li> <li>Community Investment Strategy</li> </ul>	Minor

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		<p>Given high level of public resentment towards the Project, MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction and operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups for the construction period.</p> <p>MIP will communicate the construction schedule with the organizers of the social and cultural events in the Park and Congress Hall to eliminate overlapping of the events with the highly disturbing construction works as practicable as possible. An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed to coordinate the cultural activities in the park and Congress Hall with the construction works.</p>		
<b>Visual Impact</b>				
<p>Observed turbidity at the sea water as a result of dredging activities</p> <p>Construction machinery to be in the scenery for the people visiting Atatürk Park</p> <p>Decreased number of visitors in Atatürk Park</p> <p>Extended berth structure in the scenery for the people visiting Atatürk Park</p>	<p>Construction and Operation</p>	<p>MIP will establish and monitor periodically an external grievance mechanism.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>Strategic Communication Plan</li> <li>Stakeholder Engagement Plan</li> <li>Livelihood Restoration Plan</li> </ul>	

Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
Diminished quality of the sea view for the people visiting Atatürk Park		<p>MIP will carry out the recording of visitor baselines and monitoring activities for the number of Atatürk Park visitors detailed in LRP.</p> <p>MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.</p>	<ul style="list-style-type: none"> <li>Community Investment Strategy</li> </ul>	
<b>Vulnerable Groups</b>				
Reduction in quality of life because of negative impacts for vulnerable communities identified as disabled, women (and children), migrant and low-income level dwellers in the Aol who use the Park more frequently for recreational purposes with no financial burden.	Construction and Operation	<p>MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.</p>	<ul style="list-style-type: none"> <li>Stakeholder Engagement Plan</li> <li>Community Investment Strategy</li> </ul>	Minor for Construction/ Negligible for Operation
<b>Social Conflicts and Tensions</b>				
<p>Opposition in the society against the Project exacerbating social conflicts and tension.</p> <p>Negative public perception of the Project.</p>	Construction and Operation	<p>MIP will operationalize the Stakeholder Engagement Plan.</p> <p>MIP will open new communication channels with willing stakeholders including the opposing ones to rebuild the trust at different levels via presentation of evidence-based materials and an open-door policy.</p> <p>MIP will establish a few community liaisons desks within Mersin and a direct telephone line for community to ask questions and register their questions as well as their grievances.</p> <p>The MIP will establish a robust external grievance mechanism including all layers of grievance</p>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>Strategic Communication Plan</li> <li>Stakeholder Engagement Plan</li> <li>Community Investment Strategy</li> </ul>	Minor/Medium for Construction and Negligible for Operation



Potential Impact	Project Phase	Summary of Key Proposed Control, Mitigation and Enhancement Measures	Relevant Management Plans & Policies	Potential Residual Significance
		<p>collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park get affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups for the construction period.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.</p>		

These potential impacts remain “minor” after the application of mitigation measures. Mitigation measures have been proposed to respond to all the identified potential impacts, combining a combination of management protocols such as the development and implementation of a Social Management Plan, and internal management procedures (see the ESAP and the CESMP prepared as part of the disclosure supplementary information package), and continuous engagement with stakeholders. Opportunities for enhancement of beneficial impacts are also available, including strengthening delivery of sustainable community development initiatives in the Project Area and formation of an advisory panel which also includes representatives from MIP, governmental bodies, and community representatives.

The existing MIP operations already has a physical, economical and socio-spatial significance in the Project Area and the expansion of the existing port by roughly 30%, i.e., the Project, has the power to transform the decades-long relationship between Mersinites and MIP towards a mutually beneficial relationship. The Project could only be fully significant with MIP and the Mersin community working hand in hand. This SIA is a testament to this prerequisite.

## 1.0 Introduction

### 1.1 Project Description

The EBRD and the IFC are considering providing financing to MIP for the extension of the existing terminal of Mersin International Port.

An Environmental Impact Assessment (EIA) Report has been prepared and approved in accordance with the Turkish national EIA regulation under the title “Additional Filling and Construction of a New Cruise Port” to Mersin Cruise and Container Port located in Turkey’s Mersin Province, Akdeniz District, Mersin Port. In addition to the EIA, Environmental and Social Due Diligence (ESDD) studies have been conducted and a Gap Analysis report has been prepared as per EBRD’s and IFC’s requirements for the Project. According to this report, some gaps were identified that had to be eliminated in order to develop the Project as per Lenders’ standards and reduce its negative effects and increase its positive effects. This SIA is one of these identified gaps.

Mersin International Port was established in the 1950s by TCDD and rented in 2007 for 36 years to MIP. MIP was established in partnership with Akfen Holding and PSA International. In 2017, the Australian Fund Company IFM joined as a shareholder. Shareholders’ percentages are given below. The land is owned by TCDD and the Treasury. The current shareholders structure is as follows:

- 51% - PSA International
- 39% - IFM Investors
- 10% - Akfen Holding

Having acquired the right to operate the port, MIP has made investments to improve the capacity of the port to provide services in land and marine areas.

In 2019, MIP decided to expand the port capacity with additional investment within the scope of Mersin Port Extension Project Phase II, in order to use the docks inside the port more effectively, to increase the port activities and to benefit more large-volume ships from the port services of Mersin Port. Mersin International Cruise and Container Port is reported to have the potential to be the most important port to meet the demands of international logistics companies in the Eastern Mediterranean region. Mersin Port will increase its service capacity in the Eastern Mediterranean and will make a significant contribution to the increase in Turkey’s maritime trade.

Mersin International Port is regarded as one of the leading ports not only in Turkey but also in the Eastern Mediterranean, due to its geographical location, capacity, wide hinterland as well as the advantages provided by the convenience of multi-mode connection to domestic and international ports. Mersin Port, which has a total port area of 112 hectares, has 21 docks and can provide loading and unloading services to nearly 30 ships at the same time depending on their sizes.

According to the EIA Report, project activities are grouped under four main headings. However, one of them, the main breakwater shortening, is not included in EMH2 project for which this report is produced.

- I. **Additional Fill Area:** It is an area of approximately 164,490 m<sup>2</sup>.
- II. **New Cruise Port Fill Area:** Mersin Port will lose its cruise feature due to the new additional filling area. For this reason, a new cruise port will be constructed by filling an area of 11,845 m<sup>2</sup>

In other words, a total area of 176,335 m<sup>2</sup> will be filled in the Project (164,490 m<sup>2</sup> + 11,845 m<sup>2</sup>).

- III. **Dredging Operations:** The purpose of the dredging is to reduce the elevation of the bottom of the harbor and access roads due to sedimentation and organic sediments in the sea, and to provide the depth of the bottom where large draft vessels can safely approach. Within the scope of the Project, it is planned to conduct a total of 3.297.000 m<sup>3</sup> dredging in a total area of 2.094.705 m<sup>2</sup>.

### **Shortening of the Main Breakwater**

As a continuation of EMH1 project (large scale dredging project performed between 2015-2016 at the same area with EMH2), MIP shortened the existing Breakwater 100 meters. Shortening of the Breakwater is not a project component of EMH2 but has been included in the Project local EIA together with EMH2 for the completion of breakwater shortening environmental permitting process. The construction activities for shortening the breakwater have been completed in June 2021.

Therefore, the shortening of this breakwater was not included in Supplementary Studies for EMH2 as a project component however below points will be considered by MIP with regards to the shortening of this breakwater and its relation to the execution of EMH2:

- It has been determined that as a result of MIP shortening the breakwater there will be changes on the wave characteristics, including wave height, under specific weather conditions.
- The magnitude of the impacts as a result of these changes on the tour boats, fishing boats and the coastal structures in the Port area cannot be quantified because of the uncertainties on weather conditions. Upon completion of the EMH2 project, it is predicted that the new project structures will act as a breakwater and reduce the waves for the aforementioned areas
- In order to mitigate the adverse impacts of the breakwater shortening MIP has developed a Livelihood Restoration Plan for these impacts, which includes commitments to mitigate/compensate for impacts to 3rd party boats if they occur and define a regular independent monitoring program to verify impacts; MIP has also completed the first round of monitoring to establish current conditions and engage with boat owners/operators on potential impacts. The details are provided in LRP of the Project.
- MIP will subsequently monitor the conditions until EMH2 is completed and will implement the livelihood restoration plan for any impacts identified.
- There will be an audit at the end of EMH2 construction to confirm a) any livelihood restoration measures were effective and b) EMH2 has mitigated and compensated any impacts as planned, as stated in LRP of the Project.

The Project is located in the Akdeniz district of Mersin Province. Currently, there is an operating port in the Project Area.

There is the Atatürk Park and Congress Hall, commercial areas and Mersin Marina in the west of the Project Area; there are other berthing areas related to Mersin Port in the east of the Project; Akdeniz District Center, residential areas, and state institutions in the north and the Mediterranean Sea in the south. In the east of the Project area, there is a free zone, a fuel terminal and a park. There is also a fishing port in the port and a military port nearby.

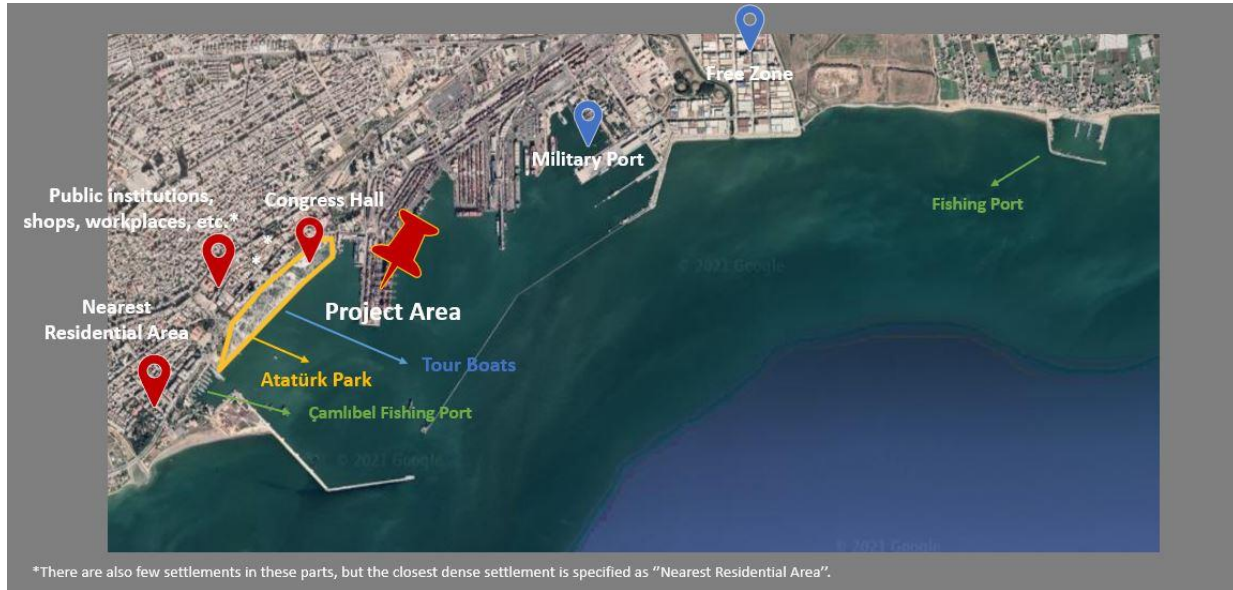


Figure 1: Project Area



Figure 2: Planned project and some distances

The Project schedule is given below.

- EMH2 Construction: 01.2022 – 05.2024 (approximately 28 months)
- Dredging Work: 01.2022 – 07.2022 (approximately 6 months)
- New Dining Hall Construction: 01.2022 – 01.2023 (approximately 12 months)

Detailed breakdown of the construction works will be defined by the contractors.

## 1.2 Report Structure

This report presents the SIA prepared by BTY as per the EBRD's and IFC's standards.

This report comprises the following sections:

- *Chapter 1 – Introduction:* This chapter provides the brief information on Project, report structure, objectives of this SIA report, and information on Area of Influence (Aol) and impacted groups.
- *Chapter 2 – Methodology for SIA:* This chapter includes the methodology followed in the preparation of this report, SIA impact categorization, time frame and summary table for SIA consultations, the steps followed in the SIA, limitations, and restrictions of the study.
- *Chapter 3 – Socioeconomic Baseline:* This chapter discusses the socio-economic baseline of the Project with the information obtained especially through the literature review and quantitative analysis conducted via publicly available data and resources. The Project has been put into context via a three-level unit of analysis of Turkey, Mersin and its Akdeniz District are given in this chapter.
- *Chapter 4 – Social Impact Assessment:* This chapter presents the impacts of the Project with a particular focus on the Aol and receptors with a dual methodological approach for construction and operation phases. Proposed mitigations for each negative impact have also been included in this chapter.
- *Chapter 5 – Summary of Identified and Residual Impacts:* The identified and anticipated impacts during construction and operation phases are summarized in this chapter in a tabular format. The methodology for the impact interpretation is also presented and can also be found in the SIP report.
- *Chapter 6 – Social Management Plan:* This chapter provides the proposed social management plan including timeline, community/stakeholder engagement, and Institutional Arrangements for SIA Implementation.
- *Chapter 7 – Monitoring & Evaluation:* Monitoring & evaluation processes are recommended in this chapter, ultimately setting up monitoring indicators and developing a monitoring program for evaluation and periodic review throughout the Project lifetime.

### 1.3 Objective of SIA

The method of defining and managing the social impacts of projects is known as SIA. SIA is used to anticipate and minimize negative consequences, as well as to find ways to improve benefits to local communities and society as a whole. The participation of impacted groups and other stakeholders in the process is central to the values and practice of SIA. The role of SIA in the ongoing management of social problems across the project cycle, before decommissioning and closure, is also critical.

The SIA can address a very broad set of issues related to changes in the social, economic, and cultural condition in which the surrounding community live and work. Specific types of social issues and possible impacts associated with a project can vary considerably depending on the nature of the project, its size and location.

The main objective of this SIA report is to establish a baseline, identify the types and magnitude of social impacts, depict other potential social issues and devise mitigation measures and mechanisms to avoid/minimize/reduce adverse impacts; and present Social Management and Monitoring Plan to manage social components of the Mersin International Port Phase II – Extension Project.

SIA devises mitigation mechanisms to avoid/minimize/reduce any potential adverse impacts. The scope for SIA includes;

- Defining the social Aol
- Depicting community and other stakeholder profiles
- Assembling the socio-economic baseline data via primary research by talking to tour boats, park users, restaurant boats and fishers and secondary research such as statistical data and local and national media.
- Defining, analyzing, and assessing social changes and impacts (direct and indirect) induced by the Project
- Developing mitigation measures for adverse impacts

- Defining roles and responsibilities for social impact management
- Setting monitoring indicators and developing a monitoring program for evaluation and periodic review throughout the project lifetime.

While the SIA analyses both positive and/or negative social impacts of the project, it also serves to;

- Predict, avoid, and reduce the potential social risks and impacts in a timely manner and improve ability to manage the change which increase chances for Project success, therefore intimately related to investment cost and term
- Define a process to inform and involve stakeholders including the impacted allowing for benefit sharing of the Project
- Build trust and corporate reputation through enhanced social performance.

#### 1.4 Area of Influence

The selection and structuring of quality infrastructure projects fundamentally depends on proper assessments of their environmental and socioeconomic impacts. The area where such impacts occur is typically called the area of influence (Aoi). Defining this area can be a challenge in impact assessment studies, as there is no consensus about the appropriate criteria, methodologies, and scales to use among practitioners. At the moment, there is no clear definition for the concept of area of influence in Turkey. In practical terms, the area of influence indicates where and to what extent those in charge of the project's implementation should focus their efforts on analyzing, mitigating and compensating for the direct and indirect impacts of the project. At the same time, the area of influence informs the authorities where and how they must operate. Due to its critical importance in identifying and managing socio-economic and environmental risks and in guiding policy integration efforts to uphold the rights of populations affected both directly and indirectly, adequately determining the area of influence is essential to improve the decision-making process related to infrastructure projects.

UNESCAP (2001) provides for three types of areas of influence determination:

- Directly Affected Areas (DAA)
- Areas of Direct Influence (AID)
- Areas of Indirect Influence (All)

**DAA:** Areas that will undergo direct interventions due to activities inherent to the project (areas affected by construction, vegetation removal, access routes, stations and yards, support structures, works of art, loaned areas, deposits, dumps, etc.).

**AID:** Areas actually or potentially threatened by the direct impacts of the project's implementation and operation, as well as associated and resulting activities. In addition to these minimum guidelines, other areas to be incorporated or added to the AID may need to be incorporated into this category as well, depending on physical, biological, social and economic characteristics and the specificities of the project in question.

**All:** The region that will be affected by the indirect impacts of the construction project, considering the physical, biotic and, mainly, socioeconomic environments, as related to changes in the dynamics of land use and occupation, in the dynamics of urban centers and in the flow and transport dynamics at the regional level. For the socioeconomic environment criterion, the All must cover, at the very least, the territories of the municipalities that cross the project.

With this SIA, the definition of the Project's area of influence includes any area affected by changes to its economic, social and environmental dynamics caused by the implementation of the Project.

Similarly, however, in MIP Extension Project's case, the existing port and its operations already have an Aoi as wide as Turkey, if we are to consider the political economic dynamics of the existing port and its impacts of its operations on Turkey's import/export, tax revenue for the city of Mersin and labor force rates. MIP reports to be providing

direct employment to 3 ,000 people via existing operations and indirect employment to 25,000 people ([PowerPoint Sunusu \(mersinport.com.tr\)](#)).

For analysis timeframe and practicality reasons of the SIA scope, there is a need for a strategic approach on how to determine the Aol.

In this study, an Aol determination framework that prioritizes

- stakeholders directly and indirectly affected by the project,
- identification of those whose ‘interests’ determine them as stakeholders,
- referral to past and existing stakeholder engagement efforts and information,
- development of brief socio-economic analysis of the Akdeniz Municipality and its neighborhoods with a focus on vulnerable groups,
- verification of stakeholder representatives,
- engagement with stakeholders in their own communities,
- engagement with public institutions and the local and regional governmental units,
- engagement with representatives and accountable NGOs and community-based communication, has been used.

In doing so, identifying affected stakeholders, a systematic approach that IFC has developed (Doing Better Business Through Effective Consultation and Disclosure, IFC, (1998) called Impact Zoning works well, starting with delineating the project’s geographic sphere of influence. Initially, the primary project site(s), but also all related facilities, including associated facilities, transport routes, areas potentially affected by cumulative impacts, or unplanned but predictable developments are included in the analysis. Please see the Cumulative Impacts section of the SIP report prepared for this Project.

These following additional steps of Impact Zoning have been applied:

1. Drawing a sketch map of the key design components of the project, both on and off site, that may give rise to local social impacts (i.e., the project site; ancillary infrastructures such as roads, power lines, and the quarry, Ataturk Park etc.)
2. Identifying the broad impact zones for each of these components (i.e., socio-economic receptors such as fishery cooperatives).
3. After identifying and mapping broad stakeholder groups on paper, overlaying those groups over the impact zones.
4. Through consultation with local subject matter experts and relevant stakeholder representatives on the phone and via email prior to the site visit, verifying which groups were potentially affected by which impacts.

This analysis has been used to establish and articulate the Project’s area of influence and determine who might be affected and in what way, with priority being given to the individuals and groups who are directly affected. However, while the priority is on the directly affected areas and individuals, drawing a line between who was affected and who was not was challenging in the Project’s context.

Therefore, on top of Impact Zoning, we have done an ‘interest-based’ analysis and mapping to clarify the interests and motivations of various parties and the ways in which they might be able to be influenced by the project.

### 1.4.1 Aol of the Project

The Aol has been determined according to the methodology described Section 1.4 and the followings can be directly and indirectly affected:

- Turkey: The impact will be discussed on the economic impact the extended Port will have on Turkey.
- Mersin: The impact will be addressed through the social, economic, and environmental impact on Mersin and in terms of the social and economic civil society actors/stakeholders.
- Akdeniz District and the most immediate neighborhoods: 7 neighborhoods located on the coasts in Akdeniz district that are directly affected by the Port's coastal use or traffic caused by port. The impact will be addressed through the possible spatial impact of the expanded port. The neighborhoods are the following:
  - Üçocak Neighborhood
  - Yeni Neighborhood
  - Cami Şerif Neighborhood
  - Çankaya Neighborhood
  - Kültür Neighborhood
  - Hamidiye Neighborhood
  - Hal Neighborhood



Figure 3: Turkey, Mersin, Akdeniz (Areas of Indirect Influence)



Figure 4: 7 Neighborhoods in the Akdeniz district of Mersin, Directly Affected Areas and Areas of Direct Influence

#### 1.4.2 Impacted Groups / Receptors

One of the first steps in SIA planning is the identification of stakeholders, impacted groups and receptors. In order to accomplish this, it is needed to understand what these definitions are.

A stakeholder, in a broad sense, is an individual or group of people who may influence or be influenced by a project. Individuals working on a project, groups of people or organizations, or even parts of the population may all be considered stakeholders. A stakeholder can be actively involved in a project's work, influenced by its outcome, or in a position to impact its progress. Stakeholders may be internal or external to a project's organization, such as customers, creditors, associations, or community representatives.

On the other hand, an impacted group could be identified as all stakeholders that will be affected in a positive or negative way from the project. Identifying those who are directly impacted by the project as well as those who may be indirectly affected is one method of identifying stakeholders.

The project team members or the client for whom the project is being completed are examples of directly impacted groups. An adjacent agency or members of the local community can be impacted indirectly. Directly impacted groups typically have more leverage and effect on a project than those who are impacted indirectly.

##### 1.4.2.1 Directly Impacted Groups

The directly impacted groups can be defined as groups or community that will be directly affected from the project. These are ones that will be influenced socially, economically, and culturally from the activities carried out on the project site.

For the MIP Extension Project, the people living close to the Project area in the most immediate 7 neighborhoods affected by the coastal use and traffic, the people using Atatürk Park and the local businesses in the Park including tour boat operators, street vendors, and kiosk owners, amateur and professional fishermen (including boat

restaurants), and the workers and employees of the current Port can be counted as the directly affected groups. Also, there are two fishing ports and tour-boat operators in the vicinity of the project area.

#### 1.4.2.2 Indirectly Impacted Groups

Indirectly impacted groups are more difficult to assess as they would depend on many factors. The people of Mersin who will be impacted from the Project economically and socially will be the indirectly impacted groups in this Project. Mersin population, with its economic and social actors (i.e., businesspeople and civil society). Among the businesspeople, some groups in the supply chain (i.e., agriculture, logistics sectors enjoying trade benefits from the Port operations) can also be examples of indirectly impacted groups.

The Project increasing MIP's service capacity to make a significant contribution to the increase in Turkey's maritime trade also have effects on Turkey. Turkey in that sense is among the indirectly impacted groups that is positively affected by the Project.

People living a further away from the project area but still likely to be affected, logistics companies that are likely to increase their own capacity after the increase in port capacity, and those potential workers and employees who are likely to benefit from employment opportunities due to capacity increase could be examples of indirectly impacted groups.

Neither 1.4.2.1. Directly Impacted Groups nor 1.4.2.2. Indirectly Impacted Groups will be prone to loss of land or their settlements be exposed to population influx. However, due to the Port's location in the city center, both groups will be exposed to mostly negative or moderate influences on their urban or everyday lives. The nearest settlements may have to succumb to the disruptions in education/school life, especially during construction process, or have to cope with dust and noise in their everyday lives. Mersin population may develop by cultural and urban heritage concerns through restrictions on recreational area usage (the coast next to the Port) and sea view.

#### 1.4.2.3 Potential Stakeholders

During the ESDD, the stakeholder mapping stages, informal talks prior to the site visit, local and national media research and search of public records, the stakeholders as stated in the Table 2 were identified.

**Table 2: Stakeholder List**

No	Name of Stakeholder	Category
1	Mersin Metropolitan Municipality	Municipality
2	Akdeniz Municipality	Municipality
3	Governorship	Public
4	Provincial Directorate of Environment and Urbanization	Public
5	Provincial Directorate of Culture and Tourism and Tourism Agencies	Public
6	Çukurova Development Agency	Public
7	Port Authority	Public
8	The Cruise Port Management	Public
9	Logistic Companies (2)	Business
10	Security Authorities	Public
11	Çamlıbel Fishing Port	Business
12	Businesses in Atatürk Park including tour boats, street vendors etc.	Business
13	Users of Atatürk Park	Public
14	Mersin Regional Directorate for Traffic	Public
15	Local Media and NGO Representatives	Media – NGO
16	Mukhtars (3)	Mukhtarship
17	Residents in affected area	Public
18	Academics/Intellectuals/Think-Thanks	NGO
19	Coordination Council of Union of Chambers of Turkish engineers and architects	NGO

No	Name of Stakeholder	Category
20	Mersin Chamber of Industry and Commerce	NGO
21	Chamber of Shipping	NGO
22	Turkish Exporters Assembly	NGO
23	Chamber of Merchants and Craftsmen	NGO
24	Representatives of the Mersin Environment Platform	NGO
25	Mersin Bar Association	NGO
26	Workers/Internal Stakeholder at MIP	Business
27	Provincial Directorate of Agriculture	Public
28	Turkish Radio Television Institution (TRT)	Public

#### 1.4.2.4 Vulnerable Groups

EBRD and IFC require their clients to identify vulnerable people or groups who may be disproportionately impacted by projects and develop and implement mitigation measures so that vulnerable people are not disproportionately impacted. The Project may lead to adverse effects on vulnerable groups in terms of quality of life mainly due to the physical use of the area affected by the construction and operation.

In order to identify the vulnerable groups to be adversely affected within the scope of the project, local and national media review, interviews with the mukhtars and selected civil society representatives were carried out. Among the vulnerable groups, seniors (>65), women, children, youth, disabled persons, and refugees and migrants and low-income citizens that are already vulnerable and reside in the Akdeniz District and use the Park were detected in the immediate Aol. Among the migrants the Syrians under temporary protection are especially addressed as Mersin is known to host Syrian refugees and their population corresponds to 12.3%<sup>1</sup> of Mersin's population.

## 2.0 Methodology for SIA

The main objective of the SIA report is to establish a baseline, identify the types and magnitude of social impacts, depict other potential social issues and devise mitigation measures and mechanisms to avoid/minimize/reduce adverse impacts; and present Social Management and Monitoring Plan to manage social components of the Mersin International Port Extension Project.

### 2.1 Methodology

SIA devises mitigation mechanisms to avoid/minimize/reduce any potential adverse impacts. The scope for SIA includes;

- Defining the social area of influence,
- Depicting community and other stakeholder profile,
- Assembling the socio-economic baseline data,
- Defining, analyzing, and assessing social changes and impacts (direct or indirect) induced by the project,
- Developing mitigation measures for adverse impacts,
- Defining roles and responsibilities for social impact management,
- Setting monitoring indicators and developing a monitoring program for evaluation and periodic review throughout the project lifetime.

While the SIA analyses both positive and/or negative social impacts of the project, it also serves to;

- Predict, avoid, and reduce the potential social risks and impacts in a timely manner and improve ability to manage the change which increase chances for project success,

<sup>1</sup> According to recent statistics (March 31, 2021) provided by Refugees Association (<https://multeciler.org.tr/>)

- Define a process to inform and involve stakeholders including the impacted allowing for benefit sharing of the Project,
- Build trust and corporate reputation through enhanced social performance.

In the preparation of the SIA, industrial best practices, Environmental and Social Policies and Performance Requirements of IFC and EBRD will be used as the general framework of the SIA methodology.

Methodology to define the AoI of MIP Extension Project is of critical importance in SIA methodology and as discussed in Chapter 1.4 of this report it is based on the level and degree of impact of the project activities generated by the construction of project components including project's associated facilities as well as its potential impacts during the operation term.

The AoI in this SIA includes the settlements, communities, businesses, groups (including vulnerable individuals), and any other social receptors that are directly and indirectly affected from project activities. The directly impacted receptors are ones that will be influenced socially, economically, and culturally from the activities carried out on the Project site such as MIP workers.

Indirectly affected areas were more challenging to assess as they would depend on factors such as ease of transport, but for the purpose of this analysis the approach considered geographical proximity, thus incorporating areas that were neighboring to the directly affected receptors. Indirectly affected areas were included in the assessment even though they were not expected to be adversely impacted by the Project since they were not prone to loss of land; or they may not necessarily in direct interaction with Project's daily activities. Yet, they have the potential to benefit from project activities primarily in terms of local employment, procurement, trade, and accommodation etc. Thus, the AoI here was concerned both with positive and negative impacts of the Project.

The Project is brownfield and already in operation for decades. There is no anticipation of additional land requirements and thus, no land-based livelihood impact is expected.

However, with the extension of the existing Port there might be socio-economic impacts of the Project on several group of stakeholders. To identify these potential impacts and the related stakeholders and to be able to effectively set up the approach, BTY initially conducted a Scoping of Impacts Analysis.

The Scoping process identified:

- The people and environmental resources (collectively known as 'receptors') that could be significantly affected by (or could affect) the Project; and
- The work required to take forward the assessment of those potentially significant effects.

Conclusions made at the scoping stage about potential significance were based upon professional judgement, with reference to the project description, and available information about the magnitude and other characteristics of the potential changes that are expected to be caused by the Project, the sensitivity of receptors to those changes and the effects of those changes on relevant receptors (and where relevant the value of the receptors). Potential effects on receptors have been considered in relation to both the Project Construction and Operational Stages within the expansion scope of the already existing port. At this stage decommissioning was excluded from the detailed scoping because due to two reasons; 1) anticipated impacts are expected to being similar to those of construction and 2) with a 20+ year lifespan, approaches to decommissioning in the future are hard to predict. However, MIP commits to carry out the decommissioning phase in accordance with Good Industry Practice (GIP) prevalent at that time.

An internal scoping meeting was conducted on the 2<sup>nd</sup> of April, 2021 with the objective of identifying all potential social impacts during both the construction and operational phases of the Project.

To facilitate the discussion and to capture the outcome of the meeting, a Scoping Matrix was developed that aimed to identify all relevant social topics for consideration. This also included sources of potential impacts, the receptors



that would be impacted, whether an impact should be scoped in or out due to the likelihood of it being 'significant' (and the justification for why), and any outstanding actions/information required in relation to the assessment.

The Scoping Matrix that was developed during the meeting and informed the planning process of the SIA field study.

The Scoping Matrix presented below in Table 3 informed the selection of appropriate methods for the SIA and the stakeholder mapping process as well as the team's activities on the site visit:

Table 3: Scoping Matrix

SIA Topic	Source of Impact	Receptor(s)	Impact	Key Receptor Sensitivities	Scoped In/Out	Justification for Scoped In/Out
Landscape and Visual	<b>Construction:</b> Construction works and materials	Community	View of sea from Atatürk Park during the construction is affected Historical Centre of the City is affected	Local community People using Atatürk Park Business in Atatürk Park	In	Visual impact assessment should be performed for the construction works Assessment will be needed to gauge whether known sites will be impacted upon. MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction and operation. MIP will carry out the recording of visitor baselines and monitoring activities for the number of Atatürk Park visitors detailed in LRP. MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.
	<b>Operation:</b> The expanded port itself	Community	View of sea from Atatürk Park after the port expansion is affected	Local community People using Atatürk Park Business in Atatürk Park	In	Visual impact assessment should be performed for the operation works for Atatürk Park and National Garden

SIA Topic	Source of Impact	Receptor(s)	Impact	Key Receptor Sensitivities	Scoped In/Out	Justification for Scoped In/Out
			Historical Centre of the City is affected View of sea from National Garden (planned to be built) is affected	People using National Garden		Assessment will be needed to gauge whether known sites will be impacted upon.
Cultural Issue	<b>Construction:</b> Disruption caused by noise during cultural tradition, festivals etc.	Community/Local tradition or cultural practices happening in Atatürk Park and Congress and Exhibition Hall near the port	Obstruction to culturally significant calendar events	Local communities neighboring the Project and users of Atatürk Park Congress and exhibition hall near the port	In	Assessment will be needed to gauge whether these activities will be impacted.
	<b>Construction:</b> Introduction of non-local personnel/workers into local community areas which may lead to disturbance	Community/Cultural identity	Loss or disruption to cultural identity	Local communities neighboring, worker's accommodation	Out	Work force demographic is currently unknown, thus further assessment needed as to its impacts, however the number of foreseen workforce is limited to 40, which is minimal for construction
	<b>Operation:</b> The expanded port itself	Community/Cultural Identity	Disruption to cultural activities during the operations of the Port	Local communities neighboring, worker's accommodation, municipality facilities	In	Assessment will be needed to understand the calendar of the events, alternative spaces, the current use of the part of festivities.
Traffic & Transport	<b>Construction:</b> Increased vehicle traffic to and from the active construction site	Road Users (including local residents)	Vehicular access to active construction sites may result in localized congestion (also the filling material transportation from the quarry)	Driver delays, pedestrian delays and a reduction in pedestrian amenity value (i.e., the pleasantness of the journey) and an increased risk of accidents around site access points.	In	Delivery of construction segments overall by road, plus other construction related vehicle trips is expected to have a significant impact on vehicle movements. Scoped in for known areas of traffic congestion.

SIA Topic	Source of Impact	Receptor(s)	Impact	Key Receptor Sensitivities	Scoped In/Out	Justification for Scoped In/Out
			The quality of access roads may reduce	There may be deterioration of roads, an increase in potholes, muddy roads etc.	Out	Scoped out with regard to additional studies, however necessary mitigation measures to be incorporated into the other documents
	<b>Operation:</b> Increased vehicle traffic with the expanded port with more logistics taking place.	Road Users (including local residents)	More trucks loading and unloading in the expanded port.	Driver delays, pedestrian delays and a reduction in pedestrian amenity value (i.e., the pleasantness of the journey) and an increased risk of accidents around site access points.	In	Assessment will be made with interviews and review of plans with the traffic and urban planning authorities.
Public Utilities, Services & Transport infrastructure	<b>Construction:</b> All construction activities	Local communities, business, public authorities	Accidental or planned disruptions to the water / wastewater / electricity / gas supply during construction works in the intersection points with the public utilities and service networks	Disruptions of accessing the public utilities and services	In	Scoped in regarding local communities, will be addressed in the SIA report
			Potential increased pressure on the public electric grid by the construction camps and construction sites		In	Scoped in regarding local communities
	<b>Operation:</b> The expanded port itself	Potential increased pressure on the public electric, water, gas grid by the expanded operation of the port.	Disruptions of accessing the public utilities and services	In	Scoped in regarding local communities, will be addressed in the SIA report	
Land Use	<b>Construction:</b> All construction activities	Landowners / users in the proximity of the working corridor	Temporary difficulties for landowners/users/workers to reach their lands/land use area	Enable access to land and coastal area	In	Scoped in with regard to local communities

SIA Topic	Source of Impact	Receptor(s)	Impact	Key Receptor Sensitivities	Scoped In/Out	Justification for Scoped In/Out
		Users of coastal environment such as fishermen				
	<b>Operation:</b> The expanded port itself	Landowners / users in the proximity of the new operation area Sea-side users such as fishermen Other businesses in the area	Permanent difficulties for landowners/users/workers to reach their lands/land use area	Enable access to land and coastal area	In	Scoped in with regard to local communities and businesses
Economic Activities	<b>Construction:</b> All construction activities	Local businesses	Local firms can be exposed to loss of skilled and semiskilled staff due to opportunities available within the Project.	Potential human resource losses for small businesses	In	Scoped in with regard to local businesses – to be addressed under the SEP
	<b>Operation:</b> The expanded port itself					
Livelihood	All construction and operation activities	Local businesses	Loss of livelihood because of construction and operational activities of the Port.	Conflictual situations at community level	In	Scoped in with regard to local businesses
		Skilled and unskilled labor engaged in agriculture	Potential temporary loss of employment for seasonal or permanent workers especially those engaged in agricultural activities in Mersin and the area.	Losses for persons engaged in agricultural activities	Out	The number of foreseen workforce is limited to 40, which is a low number in construction projects
	<b>Construction:</b>	Landowners / users/local businesses	Temporary/permanent loss of livelihood, income, land use	Losses encountered by landowners/users/local	In	The construction will take place in a restricted area on a

SIA Topic	Source of Impact	Receptor(s)	Impact	Key Receptor Sensitivities	Scoped In/Out	Justification for Scoped In/Out
	Location of Construction corridor / Associated facilities		rights for owners, users and workers due to land-taken by the Project	businesses due to permanent land taken or coastal-users		brownfield project however, though it may be temporary or permanent project activities may induce livelihood impacts
Labor and Public Health	<b>Construction:</b> All construction activities	Workers	Risk of labor accidents for workers associated with construction activities	Potential injuries for workers	In	Scoped in with regard to workers – to be addressed under the Construction Health and Safety Management plans
	<b>Operation:</b> The expanded port itself					
Public Health	<b>Construction:</b> All construction activities	Members of local communities	Risk of accidents due to open trenches and other project related accidents for community members other than the traffic caused by the project.	Potential injuries for members of local communities	Out	The construction will take place in a restricted area with no public access
Stakeholders	<b>Construction:</b> Location of Construction corridor / Associated facilities	Assets located within or close to the construction area	Possible loss of structures/assets (permanent or temporary) located on or close to the construction site	Losses encountered by formal or informal owners/users of assets	Out	Scoped out-no effect is foreseen
	<b>Construction &amp; Operation:</b> Project information provided to local communities / Communication methods	Local communities Local Businesses Fishermen Local NGOs	Possible discontent and opposition in the society.	Increase number of grievances / requests from local communities Local resilience towards project development	In	Scoped in with regard to communal grievances rising due to the potential environmental, rentier, and social disturbances rising from the Project.
Stakeholder Awareness	Location of Construction corridor /	Local communities Local Businesses Fishermen	Public perception of impacts of the Project, especially on the possible delay or cancellation of the large-scale	Increasing expectations and increased number of complaints	In	Scoped in for understanding the local expectations and for being able to prepare the SEP

SIA Topic	Source of Impact	Receptor(s)	Impact	Key Receptor Sensitivities	Scoped In/Out	Justification for Scoped In/Out
	Associated facilities / Operation	Local NGOs	container port in the Turkish States' 10th and 11th Development Plan associated with the lack of competition for the port prices.			
<b>Emergencies and non-routine operations</b>	Emergencies and non-routine events/operations	Workers, local communities and the natural environment	Injuries to individuals, multiple sources of disturbance and pollution emissions	Unexpected health and environmental impacts with similar effects to other sources of impact identified.	In	Impacts cannot be predicted at this stage but are addressed through construction management systems and the associated Emergency Response Plan

The scoping of impacts process has led to the following identification of stakeholders:

1. Mersin Metropolitan Municipality:

Mersin Metropolitan Municipality (MMM) was contacted as a stakeholder as the project is in the center of Mersin Province. The mayor is known to oppose the Project due to concerns over its possible impact on the urban culture and planning. MMM opened a court case against the Project.

The summary of the court case results is as follows: *On 12 June 2020, the Mersin Metropolitan Municipality filed a lawsuit (along with the Stay of Execution Demand for the transaction subject to the lawsuit) against the Ministry of Environment and Urbanization (the for the Cancellation of the Transaction and Execution of the 1/5000 scale Additional Revision Master Plan as well as 1/1000 Scale Additional and Revisional Implementation Plan which were prepared for the capacity increase of Mersin Port and approved by the Ministry.*

*On 25 August 2020, the Ministry submitted its reply petition to the case file in order to respond the claims raised by the Municipality. On 16 September 2020, Mersin 2nd Administration Court rendered an interim decision that as the dispute subject to the lawsuit may affect both MIP and the General Directorate of Turkish State Railways (the "TCDD"), they are decided to be notified. On October 22, 2020, the Municipality submitted its second (reply) petition to the Court.*

*On November 16 and 23, 2020, the MIP and TCDD intervened to the litigation by submitting a petition, respectively. On November 23, 2020, the Ministry submitted its second petition to the Court.*

*On December 11, 2020, the MIP submitted a further petition to respond to the reply petition of the Municipality dated 22nd October 2020. On January 14, 2021, the Court decided to conduct an on-site examination (discovery) and expert examination. The date of the discovery to be realized was determined as February 1, 2021.*

*On January 31, 2022, Mersin Metropolitan Municipality (plaintiff) filed a lawsuit against the Ministry of Environment, Urbanization and Climate Change (defendant) to stop the project. Mersin Chamber of Architects Branch was also among the plaintiffs as an intervener. MIP was also included among the defendants as an intervener. The objection to the project was rejected by the 6th Chamber of the Council of State on 02.03.2023 with decision number 2023/2152.*

MMM interviews were useful in assessing the cumulative impact of the project as the social analysts inquired whether there are other projects carried out in the vicinity and what their plans for Atatürk Park are.

Face to face Interview was made with the General Secretary of the MMM. 2 other municipality department heads were also contacted; however, no face-to-face or online appointments could be made.

2. Akdeniz Municipality:

Interviews were conducted in the Akdeniz district of Mersin Province. The Mayor of Akdeniz Municipality supports the Project.

Several different departments of the Akdeniz Municipality were contacted to get a comprehensive view of the political and bureaucratic viewpoints.

Interviews were made with the Mayor and Deputy Mayor.

3. Governorship:

The Governorship represents the state's (Ankara's) view on the Project. They were contacted to have their point of view related to the initial concerns of the MMM, civil society and local communities. The security, environment and societal aspects of the Project and its construction was under the focus.

Interviews were made with Governor and Vice-Governor separately.

4. Provincial Directorate of Environment and Urbanization:

It is known that the Ministry of Environment and Urbanization supports the Project. Given that there is a detailed EIA study about the effects of the Project on the environment, the interviews focused on the possible impact of environmental concerns and the mitigation efforts (if there are any). The opposition argument that “Mersin Port engulfs Mersin” were inquired by a close scrutiny of the urbanization plans of the Ministry.

Interview was made with the Head of the Directorate.

5. Provincial Directorate of Culture and Tourism and Tourism Agencies:

Mersin is a culture and tourism city and is convenient for sea tourism for almost half of the year due to its Mediterranean climate. The stakeholder fieldwork included interviews with the public officials as well as tourism agencies to leverage the possible impact of the Project on tourism and cultural events that take place under the Project’s Area of Influence, especially in and around the Atatürk Park.

Interview was made with the Head of the Directorate.

6. Çukurova Development Agency:

The Agency’s plans for Mersin’s development and the place and status of the expanded port in these plans were inquired with the experts of the Çukurova Development Agency. MIP and Agency had talks over the development of cruise shipping in the past. These interviews have helped understand the historical-economic context of the Project within Mersin.

Interviews were made with 2 officials in the Mersin office.

7. Mersin Port Authority:

Mersin Port Authority is an official institution affiliated to the Ministry of Transportation and Infrastructure and it is inside the Mersin Port. The port authority has been selected as a stakeholder to understand how the Project will affect the current and prospective operation of the port. The interviews shed light on the public authorities’ view on the Project.

Interviews were made with the President and a representative of the Mersin Port Authority under the Ministry of Transportation and Infrastructure.

8. The Cruise Port Management:

The cruise port management was consulted in order to determine if the proposed move would cause a temporary disturbance in cruise operations, as well as the average daily/monthly revenue, form and extent of cruise activities, and the number of operators affected (if there will be any lost days due to the move) and to figure out if the new location would have any long-term negative consequences for cruise lines.

The interviews on this matter were held in the context of Mersin Port Authority.

9. Logistics Companies (2 firms):

After the extension of the existing port, there will also be an increase in the load of logistics companies carrying containers to the port. This may have effects on the access/ingress routes on the port as well as on local road-traffic routes. For this reason, two logistics companies were consulted.

The interviews were made with the owners of 2 logistical firms. An additional interview was made with a representative in Antrepo business.

10. Security Authorities:

The internal security forces (police and coast guard) operating in the Akdeniz District were contacted to understand the security situation and whether the project would cause internal security threats or risks. The general security of the area, also covering the Atatürk Park, was inquired. Specifically, Akdeniz District Police Department was contacted.

The interview was made with the Provincial Head of the Security.

11. Çamlıbel Fishing Port:

There is a fishing port in the vicinity of the project area in the western side of the Project. The fisher shelters are also utilized as stationary fish restaurants. In order to see social and economic impact of the project on fishers, the Çamlıbel fishing port has been selected as a stakeholder. MIP has been holding regular stakeholder meetings as per the SEP of the Project. The details regarding stakeholder engagement activities and the record of the meetings held to date is listed in SEP and LRP of the Project.

Interviews were made with professional and amateur fisherman (including fisherman serving food and drinks) and the representatives of Amateur Fishermen's Association.

12. Businesses in Atatürk Park including tour boats, street vendors etc.:

According to the local and national media and Turkish Parliament minutes, there is a political reaction as well as community -related concerns over the impact of the Project and its construction on the Atatürk Park that is adjacent to the construction area. Businesses in the park were interviewed to inquire about potential impact of the Project in their daily operations. Also, through these interviews, the information on the number of affected people and businesses, average daily & monthly income, seasonality factors, potential cultural perspectives on park usage etc. was collected.

Interviews were made with street vendors, kiosk owners and tour boat operators.

### 13. Users of Atatürk Park

Interviews were also held with Atatürk Park users to learn about their knowledge, thoughts and concerns about the project, by BTY's social team after the scoping study. While conducting the interviews, attention was paid to select representatives from each age group.

### 14. Mersin Regional Directorate for Traffic:

The regional traffic directorate has also been selected as a stakeholder to decide the traffic impact of the project. However, the meeting could not be held because stakeholder could not be reached.

### 15. Local media and NGO representatives:

Local media and NGO representatives (which are not the members of the platform which is composed of organizations that are opposed to the port expansion)) are also chosen as stakeholders in order to understand the position of NGOs and local media in a wider perspective.

MAYA Derneği (refugees), MESIAD (Mersin Industrialists and Businessmen Association), Mimoza Women's Association, MUSIAD (Independent Industrialists' and Businessmen's Association), Turkish Disabled Association were consultant.

Interviews were made with five representatives of local media from diverse views, head of the Mersin City Council and representatives from one refugee, one woman, one disabled, and three business associations.

### 16. Mukhtars:

The mukhtars of 7 neighborhoods in the project impact area were selected. It is expected that the mukhtars keep their finger on the pulse of the communities. Thanks to these interviews, the environmental and socio-economic impacts of the project were examined in more detail.

The interviews were made with the mukhtars of Üçocuk, Yeni, Çankaya, Hal, Hamidiye, Kültür and Cami Şerif neighborhoods.

### 17. Residents in affected area

While interviews were conducted with the mukhtars, interviews were also conducted with the people on the street in the Üçocuk, Yeni, Çankaya, Hal, Hamidiye, Kültür and Cami Şerif neighborhoods.

### 18. Academics/Intellectuals/Think-Thanks:

This group, which is impartial and can provide technical information about the project, was also selected as stakeholder. Mersin University's City Regional Planning / Sociology departments were targeted for consultation however the University rejected the request for meetings on behalf of their staff.

Still, two experts/academics from Mersin and one economist from Istanbul with expertise on Regional and Urban Economy and Finance and Urban Planning who have written and worked on Mersin, Adana and Cukurova in general were consulted to as a result.

### 19. Coordination Council of Union of Chambers of Turkish Engineers and Architects:

The Chamber of Turkish Engineers and Architects represents engineers and architects in professional, economic, social and cultural fields. This chamber was chosen as a stakeholder, as it was known via their media campaigns that they were also closely interested in the Project.

The interviews were made with the current and former Presidents.

### 20. Mersin Chamber of Industry and Commerce:

This stakeholder was contacted to have an insight and information on the recent debates among the members and wider civil society on the Project. The interviews specifically focused on the economic benefits of the Project and their spill-over to the economic and social life in Mersin Province.

The interviews were made with the President and a representative.

21. Chamber of Shipping:

There are media news stating that Mersin Chamber of Shipping and MIP have gathered about the Project and that the Chamber of Shipping has concerns about Atatürk Park. For this reason, it has been chosen as a stakeholder.

The interviews were made with the President.

22. Turkish Exporters Assembly:

This stakeholder is selected in order to examine the historical and current socioeconomic impact of the Project as MIP is one of the biggest ports in Turkey.

The interview was made with the President.

23. Chamber of Merchants and Craftsmen:

This stakeholder is selected in order to examine the socioeconomic impact of the Project. Some members of the Chamber own businesses in the park.

The interview was made with the President.

24. Chamber of Environmental Engineers

This stakeholder is selected to hear the environmental concerns of the Project. They are an important component of the Mersin Environment Platform.

The interview was made with the President.

25. Representatives of the “Mersin Environment Platform”:

To listen and understand what the opponents of the project are thinking, interviews were conducted with the representatives of the “Mersin Environment Platform” which is composed of organizations that are opposed to the port expansion on the grounds that it will destroy the Park.

Among the members of the Platform who were interviewed are the President of the Bar Association, Chamber of Environment Engineers and the Chamber of Architects and Engineers.

26. Mersin Bar Association:

The Mersin Bar Association is member of the opposition platform and a specific interview has been conducted with the President to get information on overall legal process.

27. Workers/Internal stakeholders at MIP:

The technical teams and worker representatives/union have been selected as stakeholders in order to have latest information on potential impacts such as access limitations, timing etc. and to understand their expectations regarding construction period related challenges.

The interviews were made with four MIP representatives and fourteen MIP workers.

28. Port Workers’ Union (Liman-İş)

Representatives from the Union were interviewed to understand the working conditions of the current employees and their expectations and views on the Project.

The interviews were made with 2 representatives.

### **Data Collection Methods utilized in the SIA**

#### *Literature Review and Analysis:*

In order to analyze the impact of the Project, quantitative research method involving semi-structured in-depth interviews were employed as primary data collection method. Secondly, a database of documents, reports and statistics have been reviewed. Please See Appendix -2 for the list of these documents. Quantitative data (statistical information) from public institutions are also collected from publicly available records. The Governorship of Mersin has been approached for further detailed data to analyze the neighborhoods in the direct Area of Influence, however requested data could not be accessed.

In the studies conducted for the SIA baseline, secondary data on local, district-wide and province-wide population dynamics, economic structure, infrastructure, educational and health indicators have been collected for the specified area of influence on a district (Akdeniz) and province (Mersin) level. Data obtained from secondary sources and data collected during field studies from public authorities are utilized in order to define incidents or investments that have shaped economic and social development, prominent industries that the region relies on, pressures or vulnerabilities experienced by these industry sectors, income and expenditure structures, urban versus rural lifestyles, access to services, agriculture and livestock, education levels, health indicators and community dynamics.

#### *Field Study and Interviews:*

Qualitative data collection techniques are applied face-to-face as appropriate in order to reach a wide range of receptors/PAPs and stakeholders.

On part of the field study consultations were held virtually due to the state-sanctioned limitations on Covid (which were reinstated in the form of curfew and ban for social gatherings).

The priority of the field studies carried out for the SIA is to observe the potential impacts of the Project using participatory methods in order to capture the views of all current and potential stakeholders of the Project.

A participatory approach has been sought during interviews to include views and opinions of Project stakeholders into project design.

Due to the lack of land related impact, collection of household data to draw the social baseline conditions was not utilized. Hence, the focus was on the determination of the socioeconomic impacts of the extension Project and the concerns of the community members.

Therefore, SIA data was gathered in the field predominantly through qualitative studies. Numerous techniques (informal and online focus groups, in-depth interviews, and participant observation) were used for qualitative data collection within the current local Covid restrictions.

The dominant method of data collection was predominantly face-to-face and some online in-depth interviews with opinion leaders, community representatives as given in the Stakeholder Mapping section above.

Participant observation method has also been utilized during the data collections by visiting the site (the Port and its immediate vicinity including the neighborhoods, Atatürk Park, and fishing port).

Ninety-six (96) in-depth interviews were conducted with the high-level representatives of government and local administration in Mersin including the Governor, Deputy Governor and the heads of the relevant Provincial Directors, elected local government (municipality) representatives, the mukhtars (elected neighborhood heads), and representatives from the Chambers and Commercial Unions, NGOs, local media and business community. Semi-structured in-depth interviews were held face-to-face and virtually.

The aim of these meetings and community-based interviews were to reveal the impacts of the Project while providing a platform to participants to recognize the issues, reflect their own experiences, provide solutions, and convey their feelings and opinions.

Several informal face to face and socially distanced meetings were held with receptors/PAPs and small business owners based on the Aol. The meetings included the stakeholders from the fishing port (professional and amateur fishers and fish boat restaurant owners), Atatürk Park users and peddlers, café owners (1 permanent and 1 mobile), and neighborhood dwellers in Akdeniz district. Informal and formal meetings were conducted with local employees working at the Project.

## **2.2 SIA Impact Categorization**

Social impacts of the Project are analyzed depending on the Project's phases. As Project's expected impacts are prone to change according to Project's phases (construction/ operation); the analysis is based on the conducted according to Project's construction and operation phases. Construction phase is expected to take around 3 years and operation phase is planned for 22 years. Decommissioning phase is not included in the operation phase and has not been discussed under the scope of this SIA.

### **Mitigation measures**

Mitigation measures were devised in order to minimize any potential negative impact identified during the assessment.

### **Issues Addressed in the Social Impact Assessment**

The following baseline topics are assessed for impacts during construction phase and operation phase:

- Population and population movements
- Local economy (local economy, employment, means of subsistence)
- Land and other assets
- Education services
- Labor and Working Conditions
- Healthcare services
- Public health and safety
- Infrastructure and quality of life
- Cultural heritage
- Vulnerable groups
- Social conflicts and tensions

### **Criteria for Social Impacts and Identification of the Significance**

The significance level of impacts identified as a result of desk-based research and the accompanying field study were evaluated according to the criteria given below, and the significance level of residual impacts were determined accordingly. Chapter 5 is dedicated to the impacts and a detailed methodology is explained in the assessment of the Project's impacts.

## **2.3 Time frame for Consultations to inform the SIA**

The SIA was conducted between April 1<sup>st</sup> and May the 6<sup>th</sup>, 2021 and finalized in June 2023 with additions from LRP baseline data.

The Scoping of Impact meeting was held on April the 2<sup>nd</sup>, 2021.

Within the framework of the Project, city of Mersin and the Aol was visited between April 12-17, 2021. Six experts were on site. Due to Covid restrictions, meetings were kept at a minimum in terms of number of attendees and were held with local bodies and community representatives.

Face-to face and online meetings were held with key stakeholders and member of the communities in Aol on April 12-20, 2021 in Mersin province.

Further online meetings were held with selected stakeholders to finalize the mitigation measures on April 26-30, 2021.

For the livelihood impact assessment, telephone interviews with the tour boats in Atatürk Park and restaurant boats in the Çamlıbel Fishing Port were held on 9 June 2021.

The scoping field work for LRP has been held in December 21-22 , 2022 by the LRP consultant SRM Consulting Company for LRP preparations. The main feedbacks for the LRP development is given in LRP of the Project in detail.

## 2.4 Summary table for SIA Consultations in 2021

The following number of people were interviewed in these meetings.

**Table 4: Total Number of Persons Interviewed During Field Studies**

Stakeholder Interviewed	Male	Female	Total
Organizations	50	11	61
Communities	8	10	18
Employees	16	1	17
Total	74	22	96

Details on the organizations interviewed are given in Table 2 Stakeholders List.

The major concerns recorded during these consultations are:

- Tour boat owners have concerns on the reduction of the promenade areas due to the construction work that will take place at the port and the subsequent expansion.
- Fishing restaurants and boats stated that they might be negatively affected by the shortening of the breakwater since they were observing higher waves and associated movements. Their concerns were about their boats' exposure to bigger waves with the shortening of the breakwater, increase the cost of their boat maintenance. They claim the shortening of the breakwater would impact their operation as their boats swing and capsize in high winds.
- Most of these people around the project area have very limited information regarding the Project and their source of information is limited to word of mouth and to some local news:
  - Some think that the Atatürk Park would be closed due to the construction and operation and accordingly they think their businesses would be severely negatively impacted. This is an issue that draws attention to the importance of a communication strategy.
  - Others think that even if there were no construction or operation spillover effect on Atatürk Park, the Project would disrupt the view of the Park with increased containers, which, in turn would negatively impact their business because no one would want to come to a Park with a view of container piles.
  - The people interviewed under this group also stated that they do not have any problems arising from the current operations of the port.
- Concern of tour boat operators, fishers and fish restaurants and street vendors and kiosk owners' is over the public's loss of interest in Ataturk Park due to changing scenery and construction related nuisances.
- Other stakeholders, such as mukhtar also mentioned that the use of Atatürk Park has decreased a lot over a few years already due to public's negative perception of the Park's safety that is not related to the current port operations.

- During the site visits, it was revealed that Atatürk Park had been increasingly used by people with low-income level residents and migrants/refugees of Mersin, mainly residing in Akdeniz District with walking distance access to the Park and to a certain level Toroslar districts with a direct public bus route connection to the Park. More affluent dwellers of Mersin and those who own private vehicles prefer the parks in the Western part of the coast rather than the Atatürk Park.
- Logistics companies generally foresee positive economic impact for their business with the expanded Port. It is considered that Mersin, which is the most important transportation and logistics center of not only Turkey, but also the Middle East and the Eastern Mediterranean, with its geographical location and port and the advantages provided by the convenience of domestic and international connections, will develop further in terms of logistics with the expansion of the port.
- The logistics companies are concerned with the potentially higher fee regimes of MIP after expansion (and currently as well) especially if compared to the Iskenderun Port.
- Although some stakeholders find the port expansion positive in terms of tourism due to the construction of a new cruise port, the stakeholders we interviewed from two cruise companies think that tourism in Mersin has not grown in comparison to its neighbor Antalya despite the large Mediterranean coastline.
- According to the interviews conducted with local people under the AoI, there is a major concern about dust problem from planned construction activities.
- Concerns were expressed by the local people especially about the potential noise from especially pile driving. Noise from planned construction activities is raising concerns especially for after work hours.
- Complaints of currently functioning port-related noise pollution (especially from staking) were raised according to the interviews conducted with local people around the MIP area.
- Stakeholders of this project expressed their concerns, regarding the planned quarry as it will destroy the nature of the highlands. According to the interviews conducted, living spaces are expected to be endangered by the size of the filling material removal work. To support mentioned concerns, Insuyu quarry example was raised, regarding that the EIA meeting was blocked by the local community.
- There is a perception among the stakeholders that recreational area use during the construction and operation may be impacted in Atatürk Park. It is argued that the construction may cause to dirt and noise and subsequently the Park will not be properly used. The concerns of the public should be addressed with proper information activities.
- There is a perception among the local stakeholders that the Part will be affected from the operation under the expansion Project largely resulting from lack of information on the scope of the Project. Those who have the most informed opinion about the Port expansion claim that the sea view will be largely constraint. There are also those who fear that due to emergent needs and necessities certain parts of the Park will be blocked during the construction and operation preventing the local people from using the Park.
- During the interviews conducted in the area of influence, especially local people complained about the difficulty regarding delivering their health and safety complaints (noise, traffic etc.) about the port, in other words, they have difficulties finding the right authority/entity/responsible party to contact to.
- The stakeholders were confident that the use of the coastal area in which Ataturk Park is located will be affected especially during the construction due to dredging, piling and later during the operation due to constraints on the sea view.
- Vulnerable groups are concerned about a possible spillover of the construction and operation that would restrict use of Ataturk Park. They see it as an urban space that can be easily overlooked. When they hear that

Atatürk Park will not be affected from the construction and operation of the Project, they have difficulty in believing what they hear.

## 2.5 SIA Steps

The steps of the study comprised of 4 stages.

1. At the first stage a desktop study, scoping of impact study and stakeholder mapping study were conducted in order to assess the current socio- economic baseline at the AoI and the district and the affected settlements via secondary data.
2. At the second stage, a field study was conducted in order to identify impacts and the current situation analysis was updated accordingly. At this stage, stakeholder discussions were also held. Measures were proposed based on the identified impacts. A Social Management Plan and Stakeholder Engagement Plan were developed.
3. At the third stage, a final online meetings and workshops were held where selected stakeholders were invited in order to assess the findings and proposed measures within the scope of the SIA, and to get the opinions and suggestions of stakeholder representatives.
4. At the final stage of the study, the mitigation measures and the Plans were revised and finalized in line with the opinions, suggestions and information received from the stakeholder feedback and independent expert reviews held. Also, some additional telephone calls with the stakeholders were held in order to collect further livelihood baseline data.

## 2.6 Limitations and Restrictions

The Environment Impact Assessment was developed by a local consultant. There is also a Supplementary Information Package (SIP) with various other aspects of impacts and plans included. Hence, the Social Management Plan (SMP), which will be prepared within the framework of the social impact assessment study, any environmental plans and supplementary information and plans shall be intertwined.

This is especially true in order to be able to reduce the impacts and risks related with community health and safety as well as infrastructure and quality of life, the measures to be proposed within the scope of environmental plans must be defined and put into practice.

Within the context of SIA study, BTY has gathered information to take a snapshot of the region, and mostly qualitative findings were elaborated in the field study. However, most of the issues discussed here and the findings are time-sensitive and relevant only to current conditions at the time of writing.

As the project is brownfield operating over a long period of time with known socioeconomic impacts at the larger area of influence and new socioeconomic impacts are expected at a relatively smaller area of influence, no household baseline surveys conducted and instead in-depth interviews with representatives of the Project Stakeholder were performed.

## 3.0 Socio-Economic Baseline

The socio-economic baseline information for this project has been gathered based on a secondary literature review. Turkey, Mersin and Akdeniz District where the Project is located are analyzed per socio-economic variables.

### 3.1 Administrative Structure of the Settlements

There are 13 districts in Mersin province. List of Mersin districts in alphabetical order is as follows: Akdeniz, Anamur, Aydınçık, Bozyazı, Çamlıyayla, Erdemli, Gülnar, Mezitli, Mut, Silifke, Tarsus, Toroslar and Yenişehir. The project's most immediate impact takes place in Akdeniz district.

Below table shows the 13 districts and the municipalities with the population size of each.

**Table 5: Districts and population size of Mersin Province**

District	Municipality	Population Size
	Mersin Metropolitan Municipality	1,868,757
<b>Akdeniz</b>	<b>Akdeniz Municipality</b>	<b>259,381</b>
Anamur	Anamur Municipality	66,994
Aydınçık	Aydınçık Municipality	11,289
Bozyazı	Bozyazı Municipality	26,947
Çamlıyayla	Çamlıyayla Municipality	8,225
Erdemli	Erdemli Municipality	144,548
Gülnar	Gülnar Municipality	25,296
Mezitli	Mezitli Municipality	211,538
Mut	Mut Municipality	63,269
Silifke	Silifke Municipality	125,173
Tarsus	Tarsus Municipality	346,715
Toroslar	Toroslar Municipality	310,606
Yenişehir	Yenişehir Municipality	268,776

Akdeniz district has been defined in the Aol, where most of the environmental and socioeconomic impacts of the project occur. Being the fourth crowded district of Mersin province, there are 65 neighborhoods in Akdeniz District.

Kültür, Çankaya, Cami Şerif, Üçocuk, Yeni, Hamidiye and Hal neighborhoods are defined to be located within the Aol.

### 3.2 Current Demographic Situation

The official website of Turkish Statistical Institute (TURKSTAT) is used as a main source gathering the information about current demographical situation in Turkey, Mersin Province and Akdeniz district where the project and Aol is defined.

- Total population of Turkey: 83,614,362
- Total population of Mersin: 1,868,757
- Total population of Akdeniz district: 259,381

Data is given below following same order where data is available. TURKSTAT does not provide most of the data according to neighborhood level thus some of data was given only at district and province level.

**Table 6: Population and annual growth rate of population by provinces and districts, 2020**

	Population	Annual growth rate of population (‰)
Turkey	83,614,362	5.5
Mersin	1,868,757	15.3
<b>Province and district</b>		
<b>Akdeniz</b>	<b>259,381</b>	<b>-11.1</b>
Anamur	66,994	13.9
Aydınçık	11,289	23.8
Bozyazı	26,947	13.1
Çamlıyayla	8,225	-12.2
Erdemli	144,548	21.5
Gülnar	25,296	-4.9

Mezitli	211,538	35.1
Mut	63,269	10.0
Silifke	125,173	35.0
Tarsus	346,715	12.6
Toroslar	310,606	24.8
Yenişehir	268,776	9.9
Source: The results of Address Based Population Registration System (ABPRS), 2020		

The annual growth rate of population for Turkey is %5.5, for Mersin is 15.3 and for Akdeniz District is -11.1. This shows that population size has a decreasing trend in Aol.2021 population for Mersin is estimated to be 1,885,368 according to the population growth rates in the previous years. Official population information for 2021 will be announced at the beginning of 2022.

**Table 7: Population Growth Rate and Population data of Mersin Province**

Year	Population Size	Males	Females	Population Density	Growth Rate
2020	1,868,757	933,368	935,389	120 /km <sup>2</sup>	% 1.54
2019	1,840,425	919,594	920,831	118 /km <sup>2</sup>	% 1.43
2018	1,814,468	905,520	908,948	116 /km <sup>2</sup>	% 1.14
2017	1,793,931	895,374	898,557	115 /km <sup>2</sup>	% 1.13
2016	1,773,852	885,583	888,269	114 /km <sup>2</sup>	% 1.64
2015	1,745,221	869,989	875,232	112 /km <sup>2</sup>	% 1.04
2014	1,727,255	860,306	866,949	111 /km <sup>2</sup>	% 1.26
2013	1,705,774	849,548	856,226	109 /km <sup>2</sup>	% 1.36
2012	1,682,848	838,102	844,746	108 /km <sup>2</sup>	% 0.89
While calculating the number of people per square kilometer, the area of Mersin province was taken as 15,620 km <sup>2</sup> .					

There are 13 districts in Mersin Province. According to 2020 census data, while the most crowded district of Mersin is Tarsus, the least crowded district is Çamlıyayla.

Akdeniz district is the 4<sup>th</sup> crowded district with %13.88 population in total population of Mersin Province.

**Table 8: Population data of the districts**

District Name	Population Size	Males	Females	Percentage in Total Population of Province
Tarsus	346,715	174,617	172,098	% 18.55
Toroslar	310,606	155,881	154,725	% 16.62
Yenişehir	268,776	129,859	138,917	% 14.38
<b>Akdeniz</b>	<b>259,381</b>	<b>131,889</b>	<b>127,492</b>	<b>% 13.88</b>
Mezitli	211,538	103,343	108,195	% 11.32
Erdemli	144,548	72,228	72,320	% 7.73
Silifke	125,173	63,772	61,401	% 6.70
Anamur	66,994	33,809	33,185	% 3.58
Mut	63,269	31,583	31,686	% 3.39
Bozyazı	26,947	13,515	13,432	% 1.44
Gülнар	25,296	12,878	12,418	% 1.35
Aydıncık	11,289	5,743	5,546	% 0.60
Çamlıyayla	8,225	4,251	3,974	% 0.44

The population size of Akdeniz district is 259,381 according to TURKSTAT 2020 data. There are 131,889 male and 127,492 female which corresponds to 50.85% and 49.15% of the population, respectively.

### 3.2.1 Dependent Population Ratio

Dependent population ratio is the percentage value indicating the ratio of the population between 0-14 and over 65 years of age.

Accordingly, the ratio of population between 0 and 14 years of age was 14.95%, and the ratio of the population over 65 years of age was 9.73%. In other words, the dependent population ratio of the province is 24.68%.

**Table 9: Population data of Turkey and Mersin**

Age group	TURKEY				MERSİN			
	Population size	Male	Female	Percent.	Population size	Male	Female	Percent.
TOTAL	83,614,362	41,915,985	41,698,377		1,868,757	933,368	935,389	
0-4	6,121,707	3,140,172	2,981,535	7.32	132,221	67,923	64,298	7.08
5-9	6,526,593	3,349,253	3,177,340	7.81	148,116	76,289	71,827	7.93
10-14	6,419,937	3,294,985	3,124,952	7.68	147,098	75,321	71,777	7.87
15-19	6,230,114	3,201,588	3,028,526	7.45	140,535	72,437	68,098	7.52
20-24	6,663,636	3,408,434	3,255,202	7.97	137,588	69,644	67,944	7.36
25-29	6,370,954	3,240,543	3,130,411	7.62	130,580	65,770	64,810	6.99
30-34	6,318,894	3,199,710	3,119,184	7.56	132,488	66,280	66,208	7.09
35-39	6,473,583	3,270,512	3,203,071	7.74	139,967	69,852	70,115	7.49
40-44	6,235,110	3,145,645	3,089,465	7.46	140,150	69,435	70,715	7.50
45-49	5,563,666	2,788,035	2,775,631	6.65	130,654	64,848	65,806	6.99
50-54	4,584,632	2,325,190	2,259,442	5.48	111,134	55,872	55,262	5.95
55-59	4,577,587	2,273,088	2,304,499	5.47	111,445	55,079	56,366	5.96
60-64	3,574,394	1,764,938	1,809,456	4.27	84,882	41,829	43,053	4.54
65-69	2,938,715	1,399,052	1,539,663	3.51	70,096	33,827	36,269	3.75
70-74	2,131,705	960,742	1,170,963	2.55	48,831	22,512	26,319	2.61
75-79	1,355,346	583,671	771,675	1.62	30,427	13,496	16,931	1.63
80-84	86,1199	33,9767	52,1432	1.03	18,798	7,870	10,928	1.01

Age group	TURKEY				MERSİN			
	Population size	Male	Female	Percent.	Population size	Male	Female	Percent.
85-89	466,748	177,532	289,216	0.56	9,800	3,891	5,909	0.52
90+	199,842	53,128	146,714	0.24	3,947	1,193	2,754	0.21

### 3.3 Land Ownership and Tenure

CORINE (Coordination of Information on the Environment) is the land cover / use data produced by computer-aided visual interpretation method over satellite images according to the Land Cover / Use Classification determined by the European Environment Agency. Land percentages of Turkey, Mersin Province and Akdeniz district are given below as per the CORINE 2018 data.

Table 10: Land use distribution

Land	Area (ha)	Percentage
<b>Turkey</b>		
Artificial Zones	1,565,407.01	1.94
Agricultural Areas	34,079,354.82	42.26
Forest and Semi-Natural Areas	40,564,303.45	50.31
Wetlands	413,786.96	0.51
Water Masses	4,013,668.63	4.98
<b>Total</b>	<b>80,636,520.87</b>	<b>100</b>
<b>Mersin</b>		
Artificial Zones	316,72.41	1.98
Agricultural Areas	505,966.87	31.60
Forest and Semi-Natural Areas	1,054,100.92	65.84
Wetlands	1,982.22	0.12
Water Masses	7,200.51	0.45
<b>Total</b>	<b>1,569,250.52</b>	<b>100</b>
<b>Akdeniz District</b>		
Artificial Zones	4,859.85	18.34
Agricultural Areas	18,816.41	71.01
Forest and Semi-Natural Areas	2,752.24	10.39
Wetlands	-	-
Water Masses	69.87	0.26
<b>Total</b>	<b>26,498.37</b>	<b>100</b>

Project is neither being developed on private agricultural land nor forest land will be used.

EBRD PR5 and IFC PS5 deals with issues relating to land acquisition and involuntary resettlement. The standard applies to cases where land-based impacts result in physical and/or economic displacement. The Project will not require any land acquisition as the lands that will be used for the extension are in the ownership of TCDD and Treasury and will be allocated/transferred for the Project. Consequently, the abovementioned requirement/standards were not triggered except the livelihood impact (for the detail please refer to Section 4.2) and there was no need for the preparation of a Resettlement Action Plan **but a Livelihood Restoration Plan was prepared.**

Land based economic displacement will not take place with this Project, however livelihoods not based on land acquisition are likely to be affected.

### 3.4 Economic Conditions

According to the official website of Turkish Statistical Institute, unemployment rate in Mersin Province is 13.4 %. According to 2019 data, GDP per capita for Mersin Province is 7,640 \$ and 43,384 TL.

Datasets of Turkish Statistical Institute, Economic report of Mersin-2019, Cities Competitiveness Index (2018) which is the study examined competitiveness level of 81 provinces in Turkey and prepared by URAK, Socio-Economic Development Ranking of the Cities (2019) and Districts (2019) Research of development agencies were used as the main references.

In addition to abovementioned resources, the outcomes of “well-being index for provinces” study, which was conducted in 2015 to measure, compare and monitor at the provincial level has been used. In this “well-being index for provinces”, objective and subjective indicators of the lives of individuals and their households have been used and this provides wise data for economic conditions. The aim of the study is to develop an indicator system that will form a basis for the monitoring and improvement of life in the province with all its dimensions.

“Well-being index for provinces” covers housing, working life, income and wealth, health, education, environment, security, civic participation, access to infrastructure services, social life, and life satisfaction, and presents these dimensions. The index takes a value between 0 and 1, and the closer it is to 1, the better the life level.

Mersin Province, according to this index, is at 59<sup>th</sup> rank in 81 provinces of Turkey.

**Table 11: Rankings and index values of well-being index for provinces, 2015.**

Province: Mersin					
Overall index	Rank	59			
Health	Rank	64	Education	Rank	17
	Index	0.5062		Index	0.6418
Housing	Rank	52	Environment	Rank	28
	Index	0.6919		Index	0.6506
Work life	Rank	67	Safety	Rank	76
	Index	0.4137		Index	0.4539
Income and wealth	Rank	62	Civic engagement	Rank	64
	Index	0.2885		Index	0.3688
Access to infrastructure services	Rank	23	Life satisfaction	Rank	71
	Index	0.5253		Index	0.3044
Social life	Rank	44			
	Index	0.4042			

Akdeniz district obtained district status in 2008. Akdeniz district hosts Mersin Port which is the largest port of Turkey. This cosmopolitan district is one of the leading places in the country in terms of trade volume. Moreover, Mertim Tower, whose foundation was laid in 1983, is also located in this district. The tower is the tallest skyscraper built in the country, outside of Istanbul.

Akdeniz District is the locomotive of the economy of Mersin Province. Industry, logistics, trade, service sector and agriculture sector constitute the components of the economy of the district.

According to Socio-Economic Development Ranking of the Districts (2019) Research conducted by the General Directorate of Development Agencies, the districts of Mersin are evaluated as 2<sup>nd</sup> level (Developed), 3<sup>rd</sup> level (Moderately developed) and at 4<sup>th</sup> level (Somewhat developed). Below table shows the ranks of the districts of Mersin Province.

**Table 12: Provincial distribution of districts by development level-Mersin**

1 <sup>st</sup> level		2 <sup>nd</sup> level		3 <sup>rd</sup> level		4 <sup>th</sup> level		5 <sup>th</sup> level		6 <sup>th</sup> level	
Most developed		Developed		Moderately developed		Somewhat developed		Less developed		Least developed	
Number of districts	Ratio	Number of districts	Ratio	Number of districts	Ratio	Number of districts	Ratio	Number of districts	Ratio	Number of districts	Ratio

0	0	5	38%	5	38%	3	23%	0	0	0	0
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The second level consists mostly of districts of metropolitan cities that are not included in the first level, tourism center districts not included in the first level, and central districts of other provinces. It is evaluated that this situation is related to the spreading effect of being close to developed districts, the socio-economic advantages provided by tourism and the concentration of public services throughout the province in central districts.

Among the districts in this level, there are districts with high agricultural production, but it is observed that employment is concentrated in the manufacturing industry and service sectors. Approximately 40 percent of manufacturing employment in Turkey belong to this level. About half of industrial electricity consumption in Turkey is carried out depending on the size of the manufacturing industry in this county. It is striking that these districts also benefit from investment incentives to a great extent.

Yenişehir, Akdeniz, Mezitli, Tarsus and Silifke districts are among the developed provinces.

**Table 13: Ranks of districts According to Socio-Economic Development Ranking of the Districts (2019)**

Name of district	Rank in Turkey	Rank in the province	Level
Yenişehir	70	1	2
<b>Akdeniz</b>	<b>123</b>	<b>2</b>	<b>2</b>
Mezitli	141	3	2
Tarsus	188	4	2
Silifke	203	5	2
Anamur	277	6	3
Erdemli	303	7	3
Toroslar	337	8	3
Bozyazı	454	9	3
Çamlıyayla	456	10	3
Aydıncık	460	11	4
Mut Members of local communities	475	12	4
Gülнар	576	13	4

The existing port has significant economic impact on Mersin. It is considered the main port for the Turkish Eastern Mediterranean region operating as a principal import and export gateway to the industrialized cities of the central and southeastern Turkey- the hinterland of the Mersin International Port. It is connected via both rail and motorway transportation networks, putting Mersin in a competitive position based both on its location and connectivity to markets by road, rail and sea. The Port also plays a role in the international trade between the neighboring Middle Eastern countries making Mersin a significant port city in the Mediterranean region due to its road, rail and sea connections to industrialized cities and bordering countries. MIP has achieved historical high growth rates in port traffic and successfully having implemented a Phase 1 expansion of their berth and yard capacity in 2016, hence raising tax revenue base for Mersin at the same time providing direct and indirect economic opportunities. Hence, the Phase 2 expansion is expected to strengthen the competitiveness of the Port and the role of Mersin as a Port city.

### 3.5 Significant Investments in the District

There are tourism, agriculture, and industrial investments in the province some of which are the following:

- Construction phase of Mersin Akkuyu Nuclear Power Plant is ongoing in the province.
- Akdeniz District (near Tevfik Sırrı Gür High School) “Underground Car Park and square arrangement Project in the district by the metropolitan municipality.
- While the establishment of the Polypropylene facility was on the agenda, the process was terminated.
- Çamlıbel Marina Project has been announced by the mayor of the Akdeniz district and the Minister of Finance

and Treasury of Turkey, Lütfi Elvan.<sup>2</sup>

- Tourism investments information has been received from the Mersin provincial directorate of culture and tourism. The planned projects are as follows: Water Sports Life Center Project, winter tourism project with the opening of Karboğazı region and investments in Tarsus region to develop faith tourism.
- The infrastructure works of Çukurova Airport project, which is in Tarsus have been ongoing since 2013, currently the terminal buildings are being built with the expected completion in three years.
- M1 Metro Line construction has been started in January 2022. There will be eleven stations on a single line of 13.4 kilometers. The metro line will be the first underground subway in the Mediterranean Region.

### 3.6 Education

In the assessment of educational indicators, number of students and schools and basic educational indicators in Akdeniz district and Mersin were taken into consideration.

#### 3.6.1 Basic Indicators

In line with the data obtained from the provincial directorate of national education homepage, there are 1261 schools-institutions, 15364 classrooms, 28081 teachers and 398113 students in Mersin. When this numbers are compared with Akdeniz District, it has been observed that 9,83% of schools and institutions in the province are affiliated in Akdeniz District; this ratio is 11,12% for classrooms, 12,65% for teachers and 15, 72% for students.

While the number of students per classroom is 26 for primary-secondary schools in Mersin, it is 39 in Akdeniz Province. This indicates that the classrooms in primary and secondary schools are more crowded than city average.

Likewise, the number of students per classroom for secondary education is 20 in the province and it is 23 in the district.

The number of students per classroom for Vocational and Technical education in the province and district are same and 20. (mersin.meb.gov.tr).

**Table 14: The comparison of education data of Mersin and Akdeniz district**

	AKDENIZ DISTRICT	MERSIN	RATIO
Schools institutions	124	1261	9.83%
Classrooms	1709	15364	11.12%
Teachers	3551	28081	12.65%
Students	62568	398113	15.72%
Number of students per classroom for primary-secondary schools	39	26	
Number of students per classroom for secondary education	23	20	
Number of students per classroom for Vocational and Technical education	20	20	-

From 2019 datasets of TURKSTAT, Schooling ratio by primary and lower secondary education (%) and by secondary education (%) for Mersin and Turkey are searched. The schooling ratios of Mersin is higher than Turkey ratios by both primary and lower secondary education and secondary education.

**Table 15: The comparison of schooling ratios of Mersin and Turkey**

Schooling ratio by primary and lower secondary education (%)					
Region Name	Primary school / Total/net	Primary school / Male/net	Lower secondary school / Total/net	Lower secondary school / Male/net	Lower secondary school / Female/net
Turkey	93.62	93.74	95.9	95.68	96.14
Mersin	94.09	94.14	96.56	96.15	96.99
Schooling ratio by secondary education (%)					
Region Name	Net/Total	Net/Male	Net/Female		

<sup>2</sup> Although little is known about the project, its cumulative impact is examined in the SIP report.

Turkey	85.01	85.16	84.85
Mersin	87.04	88.08	85.95

Along with well-being index for provinces, of Turkish Statistical Institute, which was conducted in 2015 to measure, compare and monitor at the provincial level, Mersin ranks 17<sup>th</sup> in education. Below are the parameters used in the formation of this index.

**Table 16: Educational parameters used in the formation of well-being index**

Education	Net schooling ratio of pre-primary education between the ages of 3 and 5 (%)	45.3
	Average point of placement basic scores of the system for Transition to Secondary Education from Basic Education (points)	297.4
	Average points of the Transition to Higher Education Examination (points)	201.8
	Percentage of higher education graduates (%)	14.5
	Satisfaction rate with public education services (%)	72.4
Well-being index for provinces, TUIK, 2015.		

### 3.6.2 Educational Status in the Aol

Below is the list of schools and training centers present in 7 neighborhoods. Among the schools, the closest ones are Akdeniz Elementary School (approximately 570 m from the port, birds eye view), Tevfik Sırrı Gür Anatolian High School (approximately 1146 m from the port, birds eye view), Zafer Çağlayan Commercial High School (approximately 1406 m from the port, birds eye view) and Mersin Üçocuk Elementary School (approximately 1590 m from the port, birds eye view).

There are 2 nurseries and 5 primary schools in Aol.

**Table 17: The nurseries and primary schools in Aol**

NAME OF SCHOOL	NEIGHBOURHOOD
Abdulkadir Perşembe Anaokulu.	Yeni Neighborhood
Nasrettin Hoca Anaokulu.	Üçocuk Neighborhood
Zeki Sabah İlkokulu	Yeni Neighborhood
Salim Güven İlkokulu	Cami Şerif Neighborhood
Mersin Üç Ocak İlkokulu	Üçocuk Neighborhood
Mehmet Fatih Deveci İlkokulu	Çankaya Neighborhood
Hürriyet İlkokulu	Hal Neighborhood

There are 9 secondary schools in Aol.

**Table 18: The secondary schools in Aol**

Name of school	Neighborhood
Ahi Evran İmam Hatip Ortaokulu	Üçocuk Neighborhood
İmam Gazali İmam Hatip Ortaokulu	Hal Neighborhood
Mimar Sinan Ortaokulu	Hal Neighborhood
Mersin Üçocuk Ortaokulu	Üçocuk Neighborhood
İleri Ortaokulu	Cami Şerif Neighborhood
Fevxi Çakmak Ortaokulu	Yeni Neighborhood
Özel Mersin Doğu Akdeniz Ortaokulu	Yeni Neighborhood
İmam Gazali İmam Hatip Ortaokulu	Hal Neighborhood
Mimar Sinan Ortaokulu	Hal Neighborhood

There are 16 high schools in Aol.

**Table 19: The high schools in Aol**

Name of highschool	Neighborhood
Mersin Anadolu İmam Hatip Lisesi	Üçocuk Neighborhood
Özel Mersin Doğu Akdeniz Anadolu Lisesi.	Cami Şerif Neighborhood
Salim Yılmaz Anadolu Lisesi	Hamidiye Neighborhood
Çamlıbel Mesleki Ve Teknik Anadolu Lisesi	Hamidiye Neighborhood
Tevfik Sırrı Gür Anadolu Lisesi	Çankaya Neighborhood
Akdeniz Mersin Deniz Ticaret Odası Mesleki Ve Teknik Anadolu Lisesi	Üçocuk Neighborhood
Akib Zafer Çağlayan Mesleki Ve Teknik Anadolu Lisesi	Üçocuk Neighborhood
İmkb Mesleki Ve Teknik Anadolu Lisesi	Üçocuk Neighborhood
Özel Akdeniz Şifa Temel Lisesi	Cami Şerif Neighborhood
Özel Bilgiyön Temel Lisesi	Cami Şerif Neighborhood
Özel Çarşı Kültür Temel Lisesi	Çankaya Neighborhood
Özel İleri Kavram Temel Lisesi	Cami Şerif Neighborhood
Özel Mersin Cebir Temel Lisesi	Cami Şerif Neighborhood
Özel Mersin Final Temel Lisesi	Çankaya Neighborhood
Özel Mersin Güney Temel Lisesi	Çankaya Neighborhood
Özel Pozitif Bilgi Temel Lisesi	Cami Şerif Neighborhood

**Table 20: Training centers in Aol**

Name of training center	Neighborhood
Özel Boncuk Denizcilik Ve Gemi Adamları Kursu(kurs Bünyesinde)	Cami Şerif Neighborhood
Özel Doğa Denizcilik Ve Gemiadamları Kursu	Çankaya Neighborhood
Özel Mersin Kariyer Açıköğretim Kursu	Cami Şerif Neighborhood
Özel Modern Denizcilik Ve Gemi Adamları Kursu	Çankaya Neighborhood
Özel Dinç Özel Eğitim Ve Rehabilitasyon Merkezi	Kültür Neighborhood
Özel Bilgi Beceri Öğrenci Etüd Eğitim Merkezi	Cami Şerif Neighborhood
Özel Modern Erişim Öğrenci Etüt Eğitim Merkezi	Cami Şerif Neighborhood
Özel Mersin Merkez Akdeniz Kişisel Gelişim Kursu	Cami Şerif Neighborhood
Özel Özbay Sanat Müzik Ve Sahne Sanatları Kursu	Kültür Neighborhood

### 3.7 Health

Along with well-being index for provinces, of Turkish Statistical Institute, which was conducted in 2015 to measure, compare and monitor at the provincial level, Mersin ranks 64<sup>th</sup> in health. Below are the parameters used in the formation of this index.

**Table 21: Parameters used for Health evaluation, Well-being index for provinces**

Health	Infant mortality rate (‰)	12.8
	Life expectancy at birth (Years)	78.3
	Number of applications per doctor	6,184
	Satisfaction rate with health status (%)	67.1
	Satisfaction rate with public health services (%)	74.7

#### 3.7.1 Healthcare Facilities and Personnel

Mersin City Hospital, which includes Obstetrics and Gynecology Hospital and Mersin State Hospital, is the first city hospital in Turkey. It started to provide services in 2017.

According to geographic statistics (<https://cip.tuik.gov.tr/#>), there are 27 hospitals in Mersin with 4,760 beds. Total number of hospital beds per 100,000 people is 262 and Total number of doctors per 1,000 people is 2.

These 27 hospitals hold 11 state hospital (including Mersin city hospital), 1 university hospital and 15 private hospitals (Mersin Chamber of Commerce and Industry, 2019 economic report).



**Table 22: Number of hospitals and beds**

Indicator	Value
Total Number of Hospital	27
Total Number of Bed	4,760
Ministry of Health / Number of Hospital	11
Ministry of Health / Number of Bed	2,880
University / Number of Hospital	1
University / Number of Bed	722
Private / Number of Hospital	15
Private / Number of Bed	1,158
The total number of hospital beds per one hundred thousand people	262

In the economic report for 2019, which was created using the data of the Provincial Health Directorate, the number of health personnel in Mersin province is stated to increase by 11% compared to the previous year to 14,092 and the number of beds in health institutions to increase by 0.2% to 4,792 in 2019.

The increase in the number of medical personnel and in the number of physicians, the number of people per physician has decreased. In parallel with the limited increase in the number of beds, a limited reduction in the number of beds per hundred thousand people was recorded. This is also parallel to the data set reached from TUIK.

**Table 23: Numerical Distribution of Health Personnel**

Year	Specialist physician	Practitioner physician	Medical Residents	Physicians Total	Dentists	Pharmacists	Other health personnel	Nurses	Midwives
2018	1565	941	327	2833	566	796	3813	3968	1695
2017	1466	940	221	2627	519	706	3390	3352	1648

<https://biruni.tuik.gov.tr/bolgeselistatistik>, 2018 data

### 3.7.2 Health Information on the AoI

The closest hospital to the project area is Toros State Hospital, which is also declared as a pandemic hospital.

The process of building a new service building to improve the physical conditions of the Toros state hospital, which has served the city since 1960, was initiated in 2010. In February 2013, block B and C were completed and opened for service. As of January 2015, block A was completed and opened for service.

The hospital has 400 beds, has a 19-bed 3<sup>rd</sup> Step and 15 beds with 2<sup>nd</sup> step intensive care units.

### 3.8 Infrastructure

Mersin has a strong potential in transportation routes with a suitable climate for year-round operations for the Port.

#### 3.8.1 Transportation

##### Highway transportation

As in Turkey, passenger and freight transportation in Mersin is focused on highways. Transportation in Mersin is mainly provided by main road/highway. It has highway connections to all settlements in the country. Mersin has 486 km of state roads, 854 km of provincial roads, 155 km of motorways and a total of 1,495 km of highways.

The presence of the Free Zone and intensive port activities have increased the importance of the transportation sector in the province. The distribution of shipments loaded and unloaded in the port is mostly provided by highways. The distribution of fruit and vegetable products in agricultural production, which has an important place in the provincial economy, is also mainly carried out by highways.

## Sea transportation

Eastern Anatolia Region, Southeastern Anatolia Region and Central Anatolia Regions use Mersin International Port to carry out import and export activities. In addition, imports, exports and transit freight transportation to Middle Eastern Countries and Central Asian Turkish Republics, USA and EU countries are carried out.

Mersin Port, operated by TCDD until 2007, was privatized on 11.05.2007. Since then, the activities in Mersin Port have been carried out by Mersin International Port Management Inc.

## Rail transportation

Passenger and freight transportation is carried out with a total of 106 km of main line length, including 44 km double line and 62 km single line in Mersin.

There are 3 passenger platforms for the transport and acceptance of passenger trains and 3 loading ramps for freight trains and a line connection with 250 meters of railway to Mersin port. There are also 51 scissors in the port by 31 km Railway. Transit loads arriving by sea are transported by rail to Middle Eastern countries and Turkish Republics of Central Asia.

In 2018, the total amount of freight transport by rail decreased by 20% compared to 2017 in Mersin province. During this period, both inbound and outbound loads were effective in the decline in total freight traffic transported by Mersin railway.

## Air transportation

There is no airport in Mersin. Air transportation takes place from Adana Şakirpaşa airport, 69 km from the city center. There are regular flights from the airport to turkey and abroad. Çukurova Regional Airport will be established within the borders of the province. There will be regular passenger flights as well as cargo flights at Çukurova Regional Airport.

According to the number of motor vehicles in Turkey, Mersin ranks 8<sup>th</sup> with a share of 2.25%. Mersin also ranks 7<sup>th</sup> among the top 10 provinces with the highest number of cars per thousand people.

In Mersin, 45.28% of the total vehicles registered in traffic are cars, 23.82% is motorcycles, 17.2% is vans/pick up tracks, 5.62% is tractors, 5.26% is trucks, 1.43% is minibus, 0.83% is buses and 0.23% is special purpose vehicles

**Table 24: Number of motor vehicles**

Year	2020	2019	2018
Automobiles	294,117	278,524	274,194
Minibus	9,270	9,137	8,818
Bus	5,402	5,339	5,492
Pick-up track	111,709	106,950	105,070
Truck	34,186	32,850	31,925
Motorcycle	154,710	149,714	146,745
Special purpose vehicles	1,489	1,328	1,261
Tractor	36,482	35,576	35,123
Number of cars per one thousand people	157	151	151
TURKSTAT,2020			

According to 2019 data, there were 5946 traffic accidents in Mersin, 164 people died in these accidents.

**Table 25: Road traffic accidents**

	Turkey	Mersin
Road traffic accidents	174,896	5,946
Number of fatalities	5,473	164

	Turkey	Mersin
Number of deaths per million inhabitants	66	89
Number of dead persons per one million motor vehicles	236	265
Number of injured persons	283,234	8,717
Number of injured persons per million inhabitants	3,406	4,736
Number of injured persons per one million motor vehicles	12,231	14,073
Number of road traffic accidents per million inhabitants	2,103	3,231
Number of dead persons per one million private cars	438	589
Number of injured persons per one million private cars	22,653	31,297
<a href="https://cip.tuik.gov.tr/#">https://cip.tuik.gov.tr/#</a>		

### 3.8.2 Environmental Infrastructure

#### Drinking water

All neighborhoods defined in Aol have water supply network. As can be seen from Drinking water networks and water treatment plants table below, 99% of the province is served by water supply network in total municipal population. 73% of Mersin population is served by drinking water treatment plants in total municipal population, this ratio is above turkey rate which is 60%.

*Table 26: Drinking water networks and water treatment plants*

Region Name	Turkey	Mersin
Rate of population served by water supply network in total municipal population (%)	99	99
Water abstraction per capita in municipalities (liters/capita-day)	224	227
Total amount of water abstracted (1000 cubic meters/year)	6,193,158	148,981
Rate of population served by drinking water treatment plants in total municipal population (%)	60	73
Water treated by municipalities (1000 cubic meters/year)	3,574,058	109,137
Fresh surface water abstraction for municipal water supply network (1000 cubic meters/years)	3,314,654	109,137
Fresh ground water abstraction for municipal water supply network (1000 cubic meters/year)	2,878,503	39,844
TURKSTAT, 2018		

#### Sewage system

Sewage systems are available in all neighborhoods defined in Aol.

#### Wastewater treatment

There are 11 wastewater treatment plants in municipalities, 7 biological treatment plants in municipalities and 4 advanced treatment plants in municipalities. 75% of the province is served by sewerage network in total municipal population in Mersin.

*Table 27: Municipal wastewater statistics*

Region Name	Turkey	Mersin
Rate of municipal population served by sewerage system in total municipal population (%)	91	75
Wastewater per capita in municipalities (liters/capita-day)	188	196
Wastewater discharged from municipal sewerage (1000 cubic meters/year)	4,795,130	97,366
Wastewater treated by municipalities (1000 cubic meters/year)	4,236,419	97,366
Rate of municipal population connected to public sewage treatment in total municipal population (%)	79	75
Number of wastewater treatment plants in municipalities	991	11
Number of biological treatment plants in municipalities	527	7
Number of advanced treatment plants in municipalities	203	4
TURKSTAT, 2018		

## Solid Waste

Waste collection systems are available in all neighborhoods defined in Aol. 99% of Mersin population is receiving waste services in total municipal population. Satisfaction rate with municipal cleaning services is 69.0%.

All the collected municipal wastes of the province are landfilled.

**Table 28: Municipal waste statistics**

Indicators	Value
Municipal waste per capita (kg/capita-day)	1,08
Rate of population receiving waste services in total population (%)	99
Rate of population receiving waste services in total municipal population (%)	99
Total amount of waste collected (1000 t)	708
Municipal waste incinerated (1000 t)	-
Municipal waste landfilled (1000 t)	708
Municipal waste treated or disposed other than incineration or landfilling (1000 t)	-
Number of incineration plants	-
Capacity of incineration plants	-
TURKSTAT, 2018	

### 3.8.3 Other Infrastructure (Electricity, Communication, Housing etc.)

When the data on the electronic communication sector are examined in 2018; It is observed that the decrease in landline subscriber ownership has reversed and increased throughout Turkey and in Mersin province. Mersin, which meets 1.7% of Turkey with its number of landline subscribers, is the 10<sup>th</sup> province with the highest number of landline phone subscribers.

During this period, the accelerated increase in mobile phone subscriptions continued throughout Turkey to 80,117,999, while the limited decrease observed in Mersin province in the previous year continued to decrease to 1,517,726 subscribers. Mersin province ranks 10<sup>th</sup> with its 2% share in Turkey with the number of mobile phone subscribers.

The rate of increase in broadband internet subscriber ownership in Turkey and Mersin continued to decelerate compared to the previous year. Mersin province, which has 2% of Turkey with its broadband internet subscribers, ranks 10<sup>th</sup> among the provinces with the highest number of subscribers.

While fiber optic cable length increased by 9% to 355 thousand km in Turkey, and it increased by 8% to 7,169 km in Mersin. Mersin province ranks 9<sup>th</sup> with its fiber optic cable length and 2% share in Turkey.

## 3.9 Cultural Heritage

Mersin has various historical, natural, and cultural assets. It has a vibrant social and cultural life with social and cultural activities.

Mersin province, due to its geographical location covers an important part of the Eastern Mediterranean Basin to the west of the Çukurova section of the Mediterranean Region. With a coastline of 330 km, it has one of the longest coastlines in Turkey.

It is aimed to diversify and develop its tourism potential and to make touristic activities widespread in all seasons for a whole year in the province. Projects such as Silifke-Tasucu-Anamur-Antalya highway project and Karbogazi Winter Sports Tourism Center Project are planned by targeting tourism types such as congress and incentive tourism; mountain, highland and winter tourism; faith, cultural tourism, thermal tourism, sea, yacht tourism, eco-tourism. Eight Tourism Centers and tourism regions are planned to be integrated and the aforementioned tourism potentials are planned to be realized.



Figure 5: Tourism Centers and tourism regions in MERSİN

There are 4 cultural assets of Mersin on the UNESCO World Heritage List which are at considerable distances from the project site. These are:

- Alahan Monastery's, (approximately 120 km away from project area)
- St. Paul's Church, St. Paul Well and its surroundings, (approximately 30 km away from project area)
- Mamure Castle, (approximately 180 km away from project area)
- Korykos Ancient City (Kızkalesi) (approximately 60 km away from project area).

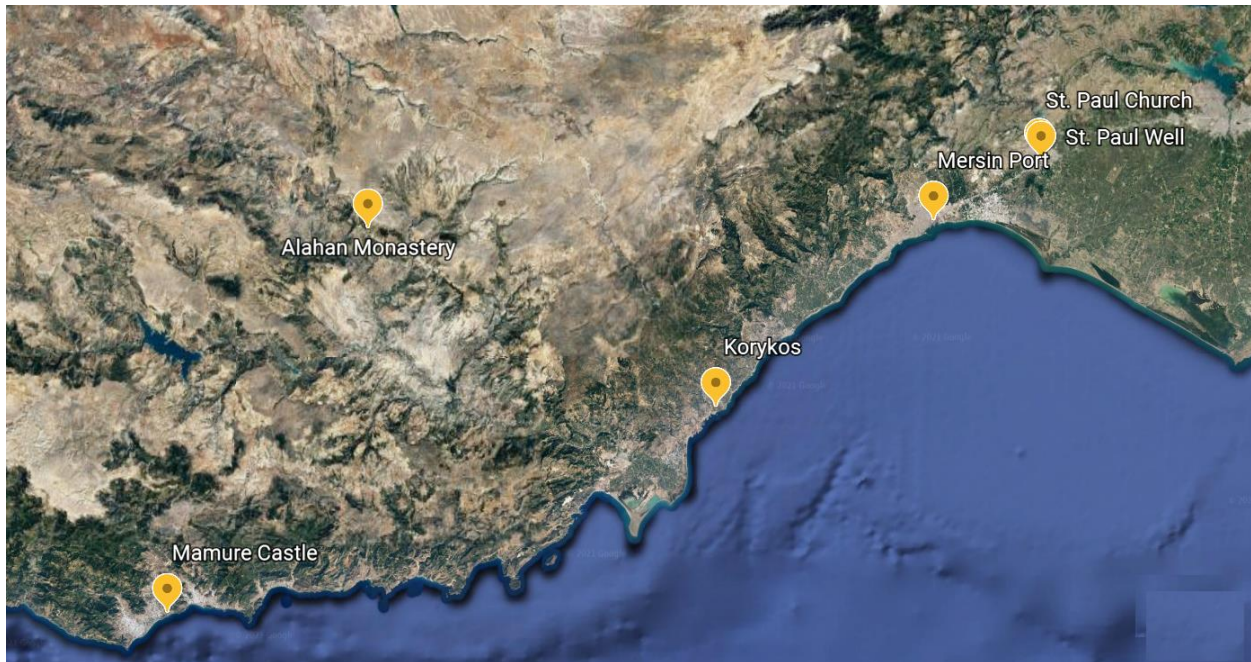


Figure 6: Cultural assets in Mersin on the UNESCO World Heritage List

Akdeniz district where the project is sited has historical, cultural and natural assets and the district is considered to be the core of Mersin City Center as well as the old city center. Some of the major cultural assets of Akdeniz District are Latin Catholic Church, Arab Orthodox Church, Historical Governorship Building, Atatürk House, Provincial Cultural Center and Mersin Archeology Museum complex, Mustafa Erim City History Museum, İçel Art Gallery, Mersin Painting

and Sculpture Museum, Historical Mersin Houses (scattered around Akdeniz district), Historical Train Station, Gdbez Castle, Hebilli Castle, Tirmil Hill Mound, Caretta Caretta Sea Turtles, Atatrk Park and Metropolitan Congress Center, Kazanlı and Adanlıođlu beaches. Only two of these sites, namely Atatrk Park and Metropolitan Congress Center, are close to the project area as can be seen in Figure 1.

Seven of the other sites of importance (approximately 1 km in distance to the directly impacted area border (see Figure 4)) are Arab Orthodox Church, Atatrk House, İel Art Gallery, Mustafa Erim City History Museum, Latin Catholic Church, Mersin Painting and Sculpture Museum, Historical Governorship Building and shown in the below figure.

Although these sites are relatively close to the project area, the highway marked by red separates the port and the city center constituting a natural demarcation.



Figure 7: Cultural assets in the proximity of the project area

Atatrk Park serves as a social gathering area for the community with: concert organized by Municipality and other institutions, open-air theatrical plays. Congress Hall also serves a social gathering area with award ceremonies, concerts, theatrical plays, celebration ceremonies, musical plays, etc.

### 3.10 Social Components of the Area of Influence and Present Social Conflicts

Mersin, Turkey's 10<sup>th</sup> largest city has a population approaching 2 million. 60% of Mersin's population is under the age of 40. In the direct Aol, Akdeniz District, which has a population of more than 259,000, more than 65% of the population are under the age of 40. 72% of the population hold a diploma of high school and below. 16% of the district is either has no functional literacy or have no formal education but can read and write.

Only 45% of the Akdeniz district population's birthplace is Mersin. Others are mostly registered in ethnically Kurdish or Arab populated cities such as Őanlıurfa, Mardin, Adiyaman, Siirt and Diyarbakır. (See [www.endeksa.com](http://www.endeksa.com))

Mersin's society has a cosmopolitan structure. Mersin received heavy migration from Eastern and Southeastern Anatolia regions in different periods. Mersin's population on the other hand prefers larger cities, especially Istanbul, when they migrate due to unemployment.

Mersin has gained the characteristic of being an immigration city throughout the time as many of its districts are divided by ethnic, regional and class identities. This situation has been consolidated with the arrival of Syrians after the escalation of the Syrian civil war in 2011.

The internal migrants have been employed as seasonal agricultural labor. Currently, the agricultural sector has been weighted significantly by the Kurds and finally the Syrians as seasonal workers.

Officially more than 225 thousand Syrian refugees have settled in the city. This corresponds to 12.3% of the city's population according to Turkey's Refugees Association statistics. Mersin ranks 6<sup>th</sup> province among other provinces in terms of Syrian population density. The unofficial number is estimated as 500,000 according to a representative in Maya Association in Mersin. The unskilled Syrian population works as a low-skilled labor in the agriculture sector and just like the internally displaced Kurdish population, agricultural sector is one of the reasons why they choose Mersin or Adana situated in the large fertile Çukurova plain.

It is observed that there is an increasing unemployment in the city especially among refugees. According to a study published in 2016, unemployment among Syrian refugees in Mersin was more than 31,3%. Most Syrian refugees are largely involved in the labor force market are employed as unregistered wage workers in manufacturing and textile sectors. Secondly, they are employed in seasonal agricultural work, farms, construction and wastepaper and plastic collection. Syrians face many formal restrictions given their temporary protection status but also problems such as discrimination, low wages, seizure of salaries and exploitation of labor according to the reports and articles written on this issue.

Mersin has a highly competitive and pluralistic political culture. Opposition parties have held the metropolitan municipalities for many years resulting in local (Mersin) -center (Ankara) diversion of approach especially with regard to local development and large-scale public investments. This situation can be observed as being manifested in the discussions on the MIP's new Project.

Mersin has a vibrant civil society and local media. Many NGOs are represented in Mersin City Council which has been a platform to discuss the issues on gender, women's rights, disability rights and environment. The most active environmental organization in Mersin is the Environment and Nature Association (MERÇED). Mersin Bar Association also exhibits an environmentalist stance. In a recent online meeting, the organizations argued that the project to enlarge the Mersin Port will harm the environment, the silhouette of the city and community's health. Mersin Environment and Nature Association (MERÇED, Mersin Bar Association and Mersin Environment Platform work together in the process of turning nature-related issues into lawsuits. The main institutions struggling for the environment in Mersin are MERÇED, Anti-Nuclear Platform, Mersin Bar Association, Mersin Branch of Turkey Chamber of Architects and Engineers, Chamber of Environmental Engineers, and City and Environment Working Group of City Council.

Environmental non-governmental organizations in Mersin have raised their voices the most in recent years against the following practices in addition to the MIP expansion Project:

- The KromSan soda factory in the Kazanlı neighborhood of Akdeniz district
- Akkuyu Nuclear Power Plant
- The green area designated by the municipality as a sports and park area on the coast of Mezitli Tece was opened to construction.

Environmentalists organize demonstrations and meetings to advocate conservation of nature. In addition, environmental organizations prepare action plans, file lawsuits against decisions and publish awareness-raising statements.

### **3.11 Baseline Conditions at the Close Vicinity of the Project**

The Project is located in the Akdeniz district of Mersin province and there is Atatürk Park right next to the Project area and Çamlıbel Fishing Port which are potentially be impacted by the construction and operation facilities.

Atatürk Park extends in the northeast-southwest direction of Mersin coast. The length of the park in this dimension is 1200 meters and its total surface area is 184,772 square meters. There is İsmet İnönü Boulevard in the north, the Port administration buildings in the east and Çamlıbel fishing port in the west. In 2008, Mersin Congress and Exhibition Center was built in the eastern part of the park and put into service. The area of the building, which consists of an artificial lake and three large congress halls, is 3160 square meters. To the west of this complex is an open-air theater with a capacity of 2000 people.

The coastal area surrounding the construction and operation processes of the Project comprises the area where those in the Akdeniz district can meet the sea and are used extensively. Atatürk Park is a place where people from lower income level of the Akdeniz district use to socialize, especially at weekends and after business hours.

For all these segments, the petit commercial centers from the coastal parts of the Akdeniz district are the heart of the trade, so they are the places where everyone's path falls. Considering the year-round warm climate of Mersin and the limited green areas inside the neighborhoods, those people who frequent the commercial centers make their way to the coast where Atatürk Park is situated. Atatürk Park is of great importance for urban life.

The Park is not considered safe at night by some stakeholders, especially women, who know the state of Atatürk Park in previous years. However, the parks in the coastline on the West side of the city can be used more safely and are considered more preferred in the evening.



Figure 8: Close Vicinity of the Project

The existing economic activities at the Atatürk Park and Çamlıbel Port includes:

#### Atatürk Park:

- Businesses: There are 10-15 street vendors and one permanent cafe in Atatürk Park. While there were 4-5 fixed cafes in Atatürk Park until last year, most of them were demolished due to licensing issue.
- Tour boats: There are 3-4 100-person tour boats in Atatürk Park located next to the port and they pick up the passengers from the coastal part of Atatürk Park and return to Atatürk Park by circling between the two

breakwaters, they do not cross the boundaries of the breakwater. The mild winter in Mersin allows tour boats to operate in winter as well.

When a certain number of customers is reached, a 20–30-minute tour starts. Currently, they make an average of 5 tours a day due to Covid -19 pandemic conditions. The capacity, which is normally 100 people, has been halved due to pandemic conditions. Sightseeing tour is 20 TL for a single person (10 TL student and child discount is applied on some boats). These boats are usually run by families. For this reason, regardless of the size of the ship, the number of employees is 4-5, limited to family members. In addition, they have been doing this business for years in Atatürk Park. Ship lengths are generally 17-18 m, one of which is larger than the others (27 m).

The daily net income of tour boats varies between 700 -1000 TL before the Covid-19 pandemic. During the pandemic, some stated that they could not make any profit as their income was the same as their expenses, while others stated that they earned a maximum of 400 TL daily.

### Çamlıbel Fishing Port:

In Çamlıbel Fishing Port, infrastructure services such as drinking water, electricity, cleaning and security services are provided by Mersin Metropolitan Municipality. In this context, there is 1 bilge tank for boat waste in the area and garbage is collected on a daily basis. As we understand, this tank is disposed of by Mersin Metropolitan Municipality at regular intervals.

The marine litter floating on the sea surface is cleaned by the Mersin Metropolitan Municipality by means of the cleaning vehicle, sea surface cleaning scoop, fiber cleaning boat and equipped personnel in the region within the Mersin Port Area (including the Çamlıbel Fishing Port and Atatürk Park regions).

According to the Mersin Province Marine Litter Action Plan, in the sea surface cleaning carried out by Mersin Metropolitan Municipality in this region, 266.21 m<sup>3</sup> of waste was collected in 2017 and 312.59 m<sup>3</sup> of waste in 2018, while a total of 333.60 m<sup>3</sup> of waste was collected in the first 11 months of 2019. According to the plan, all coastal activities including residential areas, commercial areas, industrial areas and facilities are potential sources of marine litter which are given in the report in tabular form. MIP International Port has also been listed among those potential sources, however it is noted in the plan that the risk is too low as the existing port has not discharging any wastewater to the sea; has a temporary waste storage area within the port and has a waste reception area for the vessels, using the port. Any specific source/s has/ve not been identified.

In addition, the seabed cleaning process is carried out by Mersin Metropolitan Municipality in this region.

According to the information obtained from the Mersin Metropolitan Municipality's activity reports, the existing boat types are:

- restaurant boats that provide food and beverage services operating in the Port for 10-15 and 20-25 years.
- amateur fishing boats,
- commercial fishing boats,
- tour boats (We think that the tour boats in Atatürk Park are registered with the Çamlıbel Fishing Port, in other words, they are the same boats.),
- private yachts and
- trawler boats

The numbers of these boats in 2017, 2018 and 2019 are given below. Data for 2020 are not available in the municipality's report.

**Table 29: Baseline data for Çamlıbel Fishing Port according to the Mersin MM's report**

Types	Months											
	1	2	3	4	5	6	7	8	9	10	11	12
<b>2017</b>												
restaurant ships	16	14	14	14	14	14	14	14	14	14	14	14

Types	Months											
	1	2	3	4	5	6	7	8	9	10	11	12
amateur fishing boats	273	311	303	303	303	303	303	303	303	303	303	299
fishing boats	32	27	25	25	25	25	25	25	25	25	25	25
tour boats	4	6	6	6	6	6	6	6	6	6	6	6
private yachts	17	-	-	-	-	-	-	-	-	-	-	-
trawler boats	24	25	24	24	24	24	24	24	24	24	24	23
<b>2018</b>												
restaurant ships	14	14	14	14	14	14	14	14	14	14	14	14
amateur fishing boats	299	299	299	299	299	299	299	299	299	299	299	299
fishing boats	25	25	25	25	25	25	25	25	25	25	25	25
tour boats	6	6	6	6	6	6	6	6	6	6	6	6
private yachts	-	-	-	-	-	-	-	-	-	-	-	-
trawler boats	23	23	23	23	23	23	23	23	23	23	23	23
<b>2019</b>												
restaurant ships	14	14	14	14	14	14	14	14	14	14	14	<b>13</b>
amateur fishing boats	299	299	299	299	299	299	299	299	299	299	299	299
fishing boats	25	25	25	25	25	25	25	25	25	25	25	25
tour boats	6	6	6	6	6	6	6	6	6	6	6	<b>5</b>
private yachts	-	-	-	-	-	-	-	-	-	-	-	-
trawler boats	23	23	23	23	23	23	23	23	23	23	23	23

#### Restaurant Boats:

These boats are permanent in their places in Çamlıbel Fishing Port, customers can get on the boats to eat and leave or sit at the tables in front of the boats. According to the interviews with the owners of restaurant boats, there are currently 10 restaurant ships. The restaurant boats owners stated that they work year-round due to suitable climate, however in December, January and February, their customers are reduced. The frequency of customers (sightseers) increases between 7 pm to 1 am during the day. The restaurant boats are stationery within the Camlibel Fishing Port.

The capacity of these boats is generally 100 people, and it has been halved due to pandemic conditions. In boats that with alcohol licence, organizations such as weddings, engagements and birthdays have also been held before the pandemic.

In addition, while there was an average of 6-7 employees per boat before pandemic currently decreased to 3-4 due to the pandemic. The monthly net income of restaurant ships varies between 11,000 – 15,000 TL before pandemic. During pandemic, some stated that their income was the same as their expenses, while others stated that they earned a maximum of 2000 – 3000 TL monthly.



*Figure 9: Site Layout*



*Figure 10: Fishing Boats and Restaurants and other vessels at the Fishery -1*



*Figure 11: Fishing Boats and Restaurants and other vessels at the Fishery -2*



*Figure 12: Fishing Boats and Restaurants and other vessels at the Fishery -3*

The available baseline data for livelihood are given below. These data were collected from the Mersin Metropolitan Municipality's activity reports, from the Project Introduction File prepared before the EIA process of the Çamlıbel Cruise Port, which was planned to be built but later canceled as stated in the Mersin Metropolitan Municipality's activity report of 2019, and from communication with tour boats and restaurant ships.

Table 30: Baseline data for Çamlıbel Fishing Port according to the interviews conducted

Business Type	Number of Boats reported through different sources				Net income		Capacity		Working Season	Other
	Mersin MM's activity report (2019)	Telephone Interviews	Pre-EIA Report for Çamlıbel Cruise Port (cancelled) (2018)	Mersin Region Fisheries Cooperatives Union	Before Covid	During Covid	Before Covid	During Covid		
<b>Tour Boats</b>	<b>5</b>	<b>3-4</b>	<b>3</b>							5-10 tours daily
<i>interviewed 1</i>	-	-	-		1000 TL daily	Max 400 TL daily	112-person	56-person	365 days	Ship length 27 m
<i>interviewed 2</i>	-	-	-		500-800 TL daily	No net income	100-person	50-person	Except for December, January and February (fishing during these months)	Ship length 17 m
<b>Restaurant Ships</b>	<b>13</b>	<b>10</b>	<b>16</b>							
<i>interviewed 1</i>	-	-	-		12,000-13,000 TL monthly	Max 2000 TL monthly	100-person	50-person	They work every day of the year, but in December, January and February, the work is less than in other months. More customers come from 7 pm to 1 am	They stated that their capacity was never full during Covid.
<i>interviewed 2</i>	-	-	-		12,000-13,000 TL monthly	Max 2000 TL monthly	100-person	50-person		
<i>interviewed 3</i>	-	-	-		11,000-12,000 TL monthly	No net income	72-person	36-person		
<i>interviewed 4</i>	-	-	-		1,000-1,5000 TL daily	Max 200 TL daily	60-person	30-person		
<b>Fishing Boats</b>										
<i>Amateur</i>	299	280	273	-	-	-	-	-	All the year round	
<i>Commercial Fishing Boats</i>	25	-	**	90	-	-	-	-	Fishing season (Usually September- April next year)	-
<i>Trawler Fishing Boats</i>	23	-	43	20	-	-	-	-	Fishing season (Usually September- April next year)	-

\*\* : It is possible that the number of commercial fishing botas is included in trawler boats as recorded by this information source

### 3.12 Visual Baseline of the Project

The users of coastal zone of Atatürk Park see the Port's dock and container areas from where they stand vis-à-vis the sea. The Port, located on the East, extends slightly to the West of the city.



*Figure 13: View of sea from coastal zone of Atatürk Park*



*Figure 14: View of sea from a high-rise building*



Figure 15: Mentioned high rise building

## 4.0 Social Impact Assessment

In this section, a detailed impact assessment for both construction and operation phases is made for each subject followed by a table showing positive and negative impact distribution on Aol. In this table, the following signs mean:

- - : no positive or negative impact
- + : positive or negative impact exist

In the end of each section, mitigations are presented.

### 4.1 Impacts on the Population

The impact of the project on the population has been examined in this section.

#### *Population characteristics within project impact area*

There are 7 neighborhoods within the Akdeniz District of Mersin which is depicted as the Project's direct Aol: Kültür, Çankaya, Cami Şerif, Üçocuk, Yeni, Hamidiye and Hal neighborhoods from the port to the West comprising the coastal area adjacent to the ort.

The population size of Akdeniz District is 259,381 out of 1,868,757 of Mersin as a whole according to latest census data and it is the fourth crowded district of Mersin province after Toroslar, Yenişehir and Tarsus districts by which the Port and the Akdeniz District is surrounded.

The population size in Aol including the most immediate neighborhoods to be possibly affected by the construction and operation processes (i.e., coastal use and traffic inconvenience) is 43,367 with 21,926 male and 21,441 females. Cami Şerif and Çankaya are the neighborhoods that are mostly crowded by workplaces; therefore, the resident populations are the low in these neighborhoods. Mukhtars of both neighborhoods mentioned that their area is dominated with workplaces and offices rather than residences. Yeni and Hal neighborhoods have the most crowded population size.

**Table 31: The population size in Aol**

The neighborhoods	TOTAL POPULATION	MALE	FEMALE
Cami Serif Neighborhood	1330	771	559
Çankaya Neighborhood	750	408	342
Hal Neighborhood	14609	7421	7188
Hamidiye Neighborhood	4648	2356	2292
Kültür Neighborhood	2894	1291	1603
Üçocuk Neighborhood	3872	2117	1755
Yeni Neighborhood	15264	7562	7702
TURKSTAT, 2020			

Current number of employees within MIP is 1979, while the number of subcontractor employees is 981. In total 2960 employees are working in the Port. The age ranges and genders of these employees are given in the table below.

**Table 32: Age and gender distribution of MIP employees**

The number of MIP employees			
	FEMALE	MALE	TOTAL
Number of employees	109	1870	1979
Age group 20-30	17	126	143
Age group 30-40	54	772	826

The number of MIP employees			
	FEMALE	MALE	TOTAL
Age group 40-50	33	745	778
Age group 50-60	5	185	190
Age group 60+	0	42	42

As can be seen: 7.23% of employees are between the ages of 20 and 30; 41.74% are between the ages of 30 and 40; 39.31% in the 40-50 age range; 9.60% are between the ages of 50 and 60 and 2.12% are over 60. While 5.51% of the MIP employees are female, the rest 94.49% is male. This is also similar for subcontractor: 2.85% of subcontractor employees are female and 97.15% is male.

**Table 33: The number of subcontractor employees**

The number of subcontractor employees		
	Female	Male
Number of employees	28	953

Since MIP provides a wide service network for its employees, it has been informed that the employees reside throughout the city. HR records were used to detail the information of which districts the employees resided in. According to HR records, it was observed that the majority of the employees resided in Akdeniz and Toroslar districts.

It was observed that the number of employees in Aol is 29.66% of the total employees. This corresponds to 587 MIP employees.

**Table 34: The percentage rates of districts where MIP staff resides**

Name of Districts	Percentage
MEZİTLİ	12.18%
YENİŞEHİR	16.42%
AKDENİZ	29.66%
TOROSLAR	27.69%
ERDEMLİ	0.86%
TARSUS	6.47%
OTHER	6.72%

The number of employees residing in the 7 neighborhoods under the Aol is 94.

**Table 35: The number of employees living in Aol**

The neighborhoods	Number of employees	Ratio in the employees
YENİ Neighborhood	36	6.13%
HAL Neighborhood	33	5.62%
HAMİDİYE Neighborhood	8	1.36%
ÜÇÖKAK Neighborhood	8	1.36%
KÜLTÜR Neighborhood	7	1.19%
CAMİ ŞERİF Neighborhood	2	0.34%

According to the information received from the Mersin branch of the port-labor (LİMAN\_İŞ) union, on the number of unionized MIP employees is 1649. The number of unionized women employees is 48, while the number of unionized male employees is 1601. Based on the birthplaces, it was learned that the number of unionized employees from Mersin was 695. The youngest unionized employee among the unionists was 21 years old and the oldest unionized employee was 71 years old. The average age of unionized employees is 38.

- **Impacts during Construction:**

The major impact on population is assessed as Employment impact. The number of employees to work during the construction phase of the project is given as 40 in the EIA report. However, it is notified that this number have possibility to increase with subcontractors needs.

Construction phase employment will be limited to 28 months.

During the construction phase, unskilled and skilled labor force will be temporarily employed by subcontractors. MIP predicts the subcontractors will prefer local employment and there will be no worker accommodation on the Project site.

Considering the duration and additional workforce needed for the construction phase of the project, and with the information that new labor force will likely be selected from Mersin, it is evaluated that there will be minimal population influx during construction phase and that the impact of the project on population during the construction process is negligible.

- **Impacts during Operation:**

The operation phase is expected to take 22 years. Approximately 500 additional people will be employed during operation phase.

It has been informed from MIP's HR department that the priority for MIP recruitment is given to subcontractors. However, they have stated that they are recently considering applications from across the country for skilled personnel.

There is no significant population increase estimate as a result of employment in operation phase of project.

As mentioned in Section 3.2 with numbers, both with population density and population growth rate was higher in Mersin province than the overall Turkey. Mersin Port has been an important factor in the development of the city and increase of the population.

The 500 personnel to be employed over the operation time will not create a population influx within neither Mersin province and AoI, hence the impact of the project during the operation process is negligible.

Although the expansion of the port will not lead to a population influx, the selection of employees from Mersin province will lead to increased local employment and contribute to the city during operation phase.

The Project has no negative or positive impact on the population.

## **4.2 Impacts on the Economy**

The impact of the project on the economy has been examined separately for the construction and operation phases on two specific main topics, employment and economy.

The Project's main positive impact is on economy and employment as the Port will gain an even more prominent status after the expansion.

However, as stated in the Chapter 3 Livelihood Baseline section, there are small to medium businesses that are potentially to be impacted by the construction and possible operation during the Project due to dredging and filling activities. The Livelihood Restoration Plan discusses further and sets out mitigation and monitoring actions for the potential livelihood impacts.

### Impacts during Construction:

During the construction phase of the Project, the current port will continue to operate and there are no anticipated impacts of the Project on the current operation of the Port. Therefore, current employment dynamics and workers' income will not be affected negatively. Construction phase of the project will include dredging, filling and pile driving.

Dredging involves the maintenance and development of ports for safe navigation and remediation. The process, which relocates large volumes of sediment, can be accompanied by the release of suspended sediments into the water column (sediment plumes). Excessive suspended sediment concentration has an impact on water transparency as a result of increased turbidity. There may be concern about the visual impact of the dredgers operating in close proximity to the shore. This will be exacerbated if turbidity plumes are visible from the shore.

Within the scope of the Project, it is planned to conduct a total removal of 3,297,000 m<sup>3</sup> of sediment dredging in a total area of 2,094,705 m<sup>2</sup>. **Dredging works will be 24/7 for 6 months.** These works may have potential effects on the surrounding area, specifically to the users of Atatürk Park, tour boats and fishing restaurants such as:

- Potential visual impact (e.g., sea color, suspended particulates) which result in an unacceptable aesthetic nuisance in recreational areas.
- Potential for noise from dredging ship

Filling: In order to serve 2 mega container ships with a length of 400 meters at the same time, the existing berth will be filled with 164,490 m<sup>2</sup> and Mersin Port will lose its cruise feature due to this filling process. For this reason, a new cruise port will be constructed by filling an area of 11,845 m<sup>2</sup> right next to the existing cruise port (80 m to the west). In other words, a total area of 176,335 m<sup>2</sup> will be filled in the project.

Along with the filling operations, there will also be pile driving, concrete casting, block placement and production of slopes operations. According to the information received from MIP<sup>3</sup>,

- Filling works will intensify at night in order not to overload the city traffic and will start within 2 months following the start of the Project and will be completed 6 months before the end of the Project.
- Concrete castings will be arranged depending on the air temperatures and will continue throughout the Project.
- Pile driving works will only be done during daylight hours due to noise impact and it will be completed within 6/7 months.
- Block placement at sea will be done during daylight hours and will take 16 months.
- Production of slopes in filling works will be done during daylight hours and will take 12 months.
- All work except the dredging will continue 6 days a week except Sunday.

In order to evaluate the noise impact, a noise modelling study was conducted at five locations and final impact significance in terms of environmental noise is resulted as "No Impact" at all receivers. Even if it is not a problem for human health, the noises during the construction phase are disturbing.

Pile driving produces high sound pressure levels in both the surrounding air and underwater environment. Sound levels vary substantially, and the size of the hammer, diameter of the pile, as well as properties of the seafloor, influence the source level and frequency of the signals generated. Due to this sound effect, piling will be done during daylight hours.

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<sup>3</sup> Working hours is assumed to be approximately ten hours on working days, except Works scheduled as 7/24.

These works may have potential effects on the surrounding area, specifically to the users of Atatürk Park, tour boats and fishing restaurants such as:

- Potential visual impact (e.g., working construction machinery, high turbidity water during dredging) which result in an unacceptable aesthetic nuisance in recreational areas.
- Potential for noise from the filling and especially pile driving works.

Commercial fishing boats at Çamlıbel Fishing Port go for fishing outside the port. There will not be any access restrictions for the commercial fishing boats to leave the Fishery and go for fishing through the Port Area during operation and construction. They will be able to operate at the same conditions as they are operating now. Therefore, no livelihood impacts are expected for the commercial fishing boats. Same will be valid for the amateur fishing boats in terms of access to the Fisher and fishing grounds.

Construction phase will be considered from employment and local economy impact below:

### Employment during Construction Phase

The number of people to work during the construction phase of the project is reported as 40 in the EIA report. However, after the interviews with MIP, it was understood that this number will be at least 40, but possibly higher based on subcontractors' construction approaches. The reason for this is because the construction subcontractor had not still been contracted yet. According to the TURKSTAT data, the average household size is 3.27 for Mersin and therefore, at least 130 people are expected to be affected indirectly in Mersin if the construction workers are recruited locally.

In order to increase the potential employment impact of the Project, MIP will have a policy of employing locally, which could positively affect the relations between the public and MIP given the impact of the Project on local welfare. MIP will develop and implement a Local Labour and Employment Plan for this particular topic, which should also include gender equality improvement targets.

The construction phase will take almost 3 years and local employment's main impact will be providing project affected people with regular income.

During the construction period, there is a potential gender-based violence & harassment ("GBVH") impact identified, considering the workforce is predominantly male. To mitigate this negative impact, the GBVH risk has been evaluated in detail in Section 4.5 of this Report and a number of mitigation measures have been identified.

MIP will contractually require all contractors and subcontractors to adopt a sexual harassment policy and to communicate this to their employees into the tender contract for EPC and subcontractor. Regular training and communications for employees and contractors on understanding GBVH at work will be carried out by MIP.

MIP will also update the grievance mechanism to include a confidential mechanism for reporting GBVH incidents and contractually require EPC contractor and subcontractors to adopt the same approach.

### Impact of Project Construction on Local Economy

Tour boats: The number of people using these tour boats is expected to reduce due to construction nuisance (increased noise, increased turbidity in the sea, construction visual impacts) as described above. These tour boats cruise within the greater Port boundaries. The tour boats are not allowed to operate within the existing operations of MIP and they are already restricted to west coast. Should there be restrictions to tour boats, mitigations will be developed to avoid any economic displacement during EMH2 construction in accordance with the LRP of the Project.

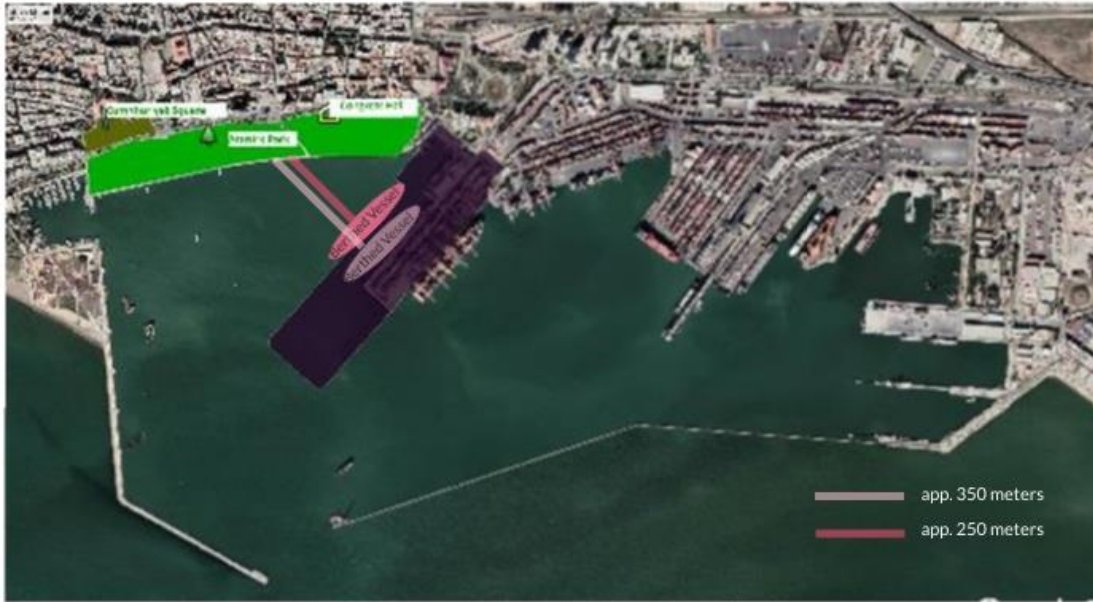


Figure 16: Construction area and Ataturk Park



Figure 17: New Planned Cruise Berth and Ataturk Park



*Figure 18: Tour Boats in Atatürk Park*

Fishermen and Owners of Boat Restaurants: Some of the fishermen including the amateur and professional fishermen use their boats as restaurants in the Çamlıbel fishing port near the Atatürk Park.

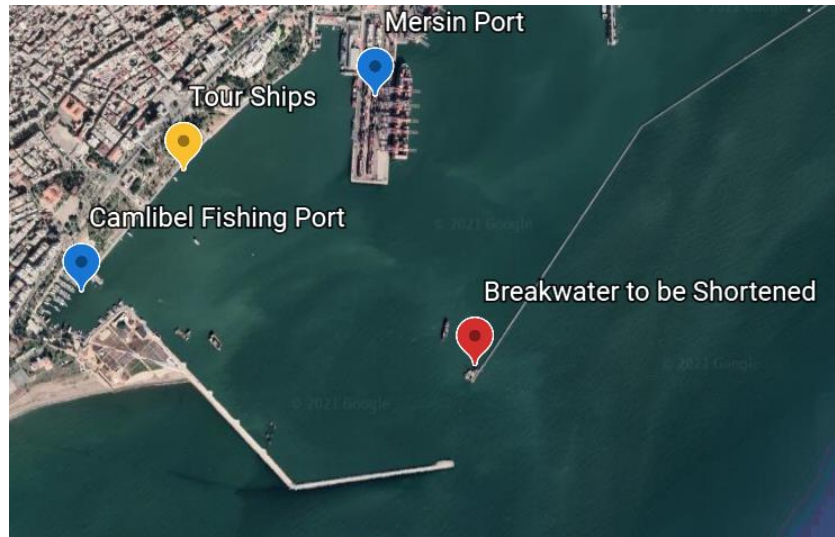
The number of people using these restaurants is expected to reduce due to construction nuisance (increased noise, increased turbidity in the sea, construction visual impacts) as described above.



*Figure 19: Çamlıbel Fishing Port*

There is also a Marina Project planned by the Akdeniz Municipality to be built in the area where the fishing port is located (the West end of the Park), and according to interviews and media research, the fishing port is expected to be relocated to a new pier which is to be established in Atatürk Park. Their current location in the Çamlıbel fishing port would then be transformed into a marina where approximately 450 ships could dock, and many shops

will be built. If this plan comes into effect soon, this will lead to further changes in the fishermen's situation beyond the impact of the MIP Project.



*Figure 20: Fishing Port, Tour Ships and Mersin Port*

Street vendors: During the site visit, it was seen that there were 10-15 street vendors. Several street vendors approximately 5 ) and 1 permanent and 1 mobile cafe shop owners in Atatürk Park were interviewed during the site visit.

The street vendors who cannot move to other areas because of transport cost and any additional incur cost may be adversely impacted because of potential decrease in customers as a result of the construction nuisances.

It was reported by the Mukhtar of Akdeniz District by an official correspondence that the daily number of visitors in Atatürk Park is 3000 on weekdays and 5000 at the weekend.

Permanent cafe owner at Atatürk Park may potentially be adversely impacted during construction with decreased number of Park users because of the construction nuisances as described above.



*Figure 21: The existing view of construction area from the middle part of the Atatürk Park*

### **Impacts during Operation:**

The most significant positive impact of this project is undoubtedly its national and local economy impact not only because the Project is owned by a private enterprise but also the Port is an important economic value for its hinterland, to Mersin's tax revenue and Turkey at large. Moreover, considering the larger Eastern Mediterranean region including, it has an important competitive geostrategic and trade capacity. Therefore, it is essential to realize this Project given the extent of the benefits associated with necessities of the development of Turkey's economy. The stakeholders interviewed for SIA all acknowledged the economic benefits, however had concerns over the sustainability and social, urban and environmental aspects of the existing port as well as the expansion of it, all of which will be specifically addressed in the ongoing sections.

The impact of the operation of the expanded Port will be considered from local and national economy and local employment impact below:

### **Positive Impact on Economy**

Mersin International Port comprises one of Turkey's and Mersin's major trade infrastructure assets. It is Turkey's the largest and the world's 97<sup>th</sup> largest container port. With its wide hinterland, modern infrastructure and equipment, large storage areas, and proximity to the Free Zone, Mersin International Port already meets a significant portion of the Turkey's export & import volume. With the expansion of the port's activities by almost 30%, the positive economic impact is also predicted to be increasing by correlation. Mersin International Port is connected to the industrialized cities of Turkey such as Ankara, Gaziantep, Kayseri, Kahramanmaraş, Konya and neighboring countries such as Syria and Iraq by rail and road. It is one of the main container ports in the Mediterranean Region with its transfer and hinterland connections with the Middle East and Black Sea. Over 30 million tons of cargo are handled annually in this port. The total handling capacity will reach 3.6 million TEU from 2.6 million TEU with the Mersin Port Extension Phase II Project. In the interviews with the stakeholders, it has been revealed that almost all of them think that the expansion of the port will contribute very positively to the economy.

### **Employment Impact**

Based on MIP's data, Mersin International Port provides total employment for 28,000 people: direct employment for 2,960 people and indirect employment for 25,000 people, including logistics and transport companies. According to the TURKSTAT national data, total employment in Mersin is approximately 758,000 people. The Mersin Port is already very important in terms of Mersin's labor force and employment characteristics. With the Project, once operational, MIP states that another 500 people will be recruited for the expanded operation, and approximately 5,000 people will be employed indirectly. The **Local Employment Plan** should facilitate access of PAPs to those employment opportunities among locals. In addition, it has been stated that this projection is made according to OECD reports and includes sub-sectors such as logistics and transportation.

### **Effect of the Project on the New Mega Port Project**

Despite the broad consensus on the Port's contribution to the economy, the concern that all stakeholders particularly have is the possible delay or cancellation of construction of the larger scale port because of the MIP extension, causing a saturation in port business. The planned port is a transit freight-oriented, main container port in the East of the existing port in Mersin which was already published in the 10<sup>th</sup> Development Plan by the Turkish Government's Presidency of Strategy and Budget covering the period between 2014-2018. There is a wide consensus of the potential positive impacts of this new port for Mersin's economy and well-being. The stakeholders think that the new port poses a risk to MIP as it would be a commercial competitor to MIP. Although stakeholders think that the expansion of the existing Mersin port will make an economic contribution, there are also concerns that if Mersin Port expands, the new port mentioned in Turkey's 11<sup>th</sup> Development Plan would be built in another city instead of Mersin. Most of the interviewees whom we spoke about this new port had noticed a change in the discourse and description of this new port in the 11<sup>th</sup> Development Plan which is to cover 2029-2033. Unlike the previous Plan, the new Plan now does not give Mersin as the location but rather it is stated that this port will be built somewhere in the Eastern Mediterranean region without mentioning Mersin's name per se, interpreted by the locals as hinting that the expansion of the existing port may be somewhere else. There are competing interests at stake, which may partially explain the diverse perspectives of the Project.

During the meeting with the state institutions and the Çukurova Development Agency, this issue was addressed, it was stated that there was no final decision in the central government yet, but the mentioned port would still be built in Mersin as was in the original plan.

### **The Project's impact on Tax Revenue for Mersin**

According to the Revenue Administration, Mersin ranks 6<sup>th</sup> in the country's tax ranking in 2020. According to the information obtained from MIP, the tax income of the port, which has increased by 127 percent in parallel with the business volume that has increased by 130 percent since 2008 and is at a record level, will increase even further on a yearly basis and will strengthen the development and economic power of Mersin.

### **The Project's Impact on Sub-Sectors**

Logistics: one of the most important sub-sectors emerged due to the current Port operations is the logistics sector. Therefore, the logistics companies have been included in the SIA. The logistics sector has grown substantially in Mersin due to MIP and other ports in the vicinity (i.e., Iskenderun Port).

Logistics companies generally foresee positive economic impact for their business with the expanded Port. It is considered that Mersin, which is the most important transportation and logistics center of not only Turkey, but also the Middle East and the Eastern Mediterranean, with its geographical location and port and the advantages provided by the convenience of domestic and international connections, will develop further in terms of logistics with the expansion of the port.

The logistics companies are concerned with the potentially higher fee regimes of MIP after expansion (and currently as well) especially if compared to the Iskenderun Port.

**Agriculture:** As discussed in Chapter 3, Mersin ranks first in the country’s fruit production with a share of 11.2%. It also ranks first in fresh fruit and vegetable exports, meeting 24% of the country. According to the information obtained from the stakeholders related to agriculture, the capacity will increase and the waiting time of the products for export at the port will be reduced thanks to the expansion of the port. This reveals that the port will have a positive effect on agriculture sector.

**Tourism:** According to the latest information from MIP, the last cruise ship arrived in the port in 2012, and the number of cruise ships arriving at the port has not exceeded 10 since 2007. Many studies and projects are carried out to develop tourism in Mersin, which has one of the largest coastlines in the country with its 330 km coastline.

Although some stakeholders find the port expansion positive in terms of tourism due to the construction of a new cruise port, the stakeholders we interviewed from two cruise companies think that tourism in Mersin has not grown in comparison to its neighbor Antalya despite the large Mediterranean coastline. According to the Port Authority, the current Port is stated as not a very attractive spot for cruise ships, but also Mersin is not perceived as a hotspot for tourism. Therefore, the Port’s impact on tourism is considered neutral.

If extra efforts and plans are made for cruise ships to dock at the port together with in-tandem culture and tourism policies, the expanded port with its new cruise port can have a long-term positive impact on tourism. However, for the purposes of this SIA, the impact of the Project on tourism is considered as minimal.

**Local businesses:** The Project’s impacts on the local businesses in the Atatürk Park and fishing port for the construction phase has been discussed above and are also valid for the operation phase except potential noise and air disturbances will be much lower and be similar to the existing levels.

In addition to these two types of businesses in the directly affected areas of the Aol, there are small businesses and the shopping district in other neighborhoods that constituted the Aol. The D-400 state motorway separates these neighborhoods from the Project. Hence, any immediate impact of the Project, neither positive nor negative onto their businesses are expected as also stated by these business owners during site visit interviews.

**Table 36: Possible positive and negative impacts on economy**

**Construction phase:**

Positive / Neutral Impacts	Negative Impacts
<ul style="list-style-type: none"> <li>Increase in local employment and contribution to local economy and welfare if the company/employees are recruited from Mersin. (currently 0,39% of Mersin’s Employment is provided by MIP Phase 1. With the local employment of 500 direct people, the contribution to Mersin’s employment will be increased 0,46% with the Project.)</li> </ul>	<ul style="list-style-type: none"> <li>Possible reduction in the number of passengers taking tour boats and customers using the restaurant boats in Çamlıbel Fishery and cafes in the Atatürk Park due to nuisances from construction activities.</li> <li>Reduction in the number of Atatürk Park visitors, users and potential customers for the street vendors and kiosk owners due to adverse effects of the construction (sea view constraints etc.).</li> </ul>

### Operation phase:

Positive Impacts	Negative Impacts
<ul style="list-style-type: none"> <li>The selection of employees from Mersin province will lead to increased local employment and contribute to the local economy.</li> <li>Increase in the total handling capacity of the current port</li> <li>International and regional competitive trade advantage</li> <li>Direct and indirect employment opportunities</li> <li>Improvement of the logistic sector</li> <li>Reduced waiting time for the agricultural products at the Port</li> <li>Contribution to economy of Turkey and Mersin</li> </ul>	<ul style="list-style-type: none"> <li>Atatürk Park and surrounding is less visited due to possible impact (i.e., sea view constraints) therefore street vendors, tour boats and kiosk owners are affected economically</li> <li>The public perception on the possible delay or cancellation of the large-scale container port in the Turkish States' 10<sup>th</sup> and 11<sup>th</sup> Development Plan associated with the lack of competition for the port prices.</li> </ul>

The positive – negative impact comparison based on the neighborhoods in the AoI is given below. Positive impacts can be seen in both construction and operation phases, if local employment is provided by the subcontractors.

**Table 37: Positive and Negative impact distribution on AoI**

	Neutral / Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni Neighborhood	+	+	-	-
Üçocuk Neighborhood	+	+	-	-
Camii Şerif Neighborhood	+	+	-	-
Kültür Neighborhood	+	+	-	-
Hal Neighborhood	+	+	-	-
Hamidiye Neighborhood	+	+	-	-
Çankaya Neighborhood	+	+	-	-
Small businesses in Atatürk Park	-	-	+	+

#### 4.2.1 Proposed Mitigations

##### Construction phase

- MIP will ensure locals will be prioritized for the workers/employees selected by the EPC Contractor and its subcontractors through development and implementation of a **Local Employment Plan** for the Project.
- The tour boat operators will be consulted by MIP during the course of the Project for information exchange on project schedule, project potential impact and mitigation measures (followed through SEP and LRP).
- Stakeholder Engagement Plan will be prepared and operationalized to address the feedback and concerns raised by the civil society stakeholders especially focusing on the economic actors.
- MIP will ensure communication channels are in place with stakeholders for possibilities of arranging construction schedule and construction works in accordance with planned social gathering activities in Atatürk Park and Congress Hall.
- In line with the SEP, a consultation process will be in place to inform the local businesses in the area of impact as well as the local authorities in Mersin and Akdeniz on the mitigations and working arrangements.

- The MIP will establish a robust external grievance mechanism including all layers of grievance collection, record/processing, timely resolution, and feedback.
- MIP will monitor its external grievance mechanism periodically by implementing the Social Management Monitoring Plan.
- Any temporary or permanent impacts on livelihood will be monitored and compensated with compensation measures or restorative actions identified in the Livelihood Restoration Plan.
- A consultation process to inform mitigations and working arrangements among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses that make a living from the sea and use the sea area between fishing port will take place to ensure (a) the latter's operations income will not be affected by the construction, and (b) high number of passengers during major holidays or weekends are not affected by the noisy activities.
- The overseen and not yet overseen grievances of the local business during construction and operation phases will be addressed through a robust grievance strategy by the MIP.
- MIP will establish a Project Information Desk / Kiosk in the Park.
- MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP as detailed in the SEP.
- MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this, MIP will devise and execute social projects to enhances the use and accessibility of the park with a particular focus on vulnerable groups for the construction period.
- Livelihood Restoration Plan for addressing the temporary livelihood impacts on tour boats and restaurant boat owners.

#### Operation phase

- The overseen and not yet overseen grievances of the local business during construction and operation phases will be addressed through a robust grievance strategy by the MIP.
- The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.
- A consultation process to inform mitigations and working arrangements among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses that make a living from the sea and use the sea area between fishing port will take place to ensure the latter's operations income will not be affected by the operation.
- MIP will monitor its external grievance mechanism periodically through Social Management Monitoring Plan.
- MIP will establish a Project Information Desk / Kiosk in the Park.
- MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.

- MIP will review its commitment for the construction period to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the operation. For this; MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.
- Any impacts on livelihood will be monitored and compensation measures or restorative actions will be implemented which are identified in the LRP.
- MIP will hold meetings with the local governments and inform the public that their current operations and the Project is not hampering factor for the bigger investment as the opposers of the Project was claiming, which has led to negative public perception on the Project previously. (The public perception on the possible delay or cancellation of the large-scale container port in the Turkish States' 10<sup>th</sup> and 11<sup>th</sup> Development Plan associated with the lack of competition for the port prices.)
- MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.
- MIP will ensure to communicate the beneficial aspects of the Project via evidence-based material to the community.
- As a mitigation measure and monitoring action in LRP as well; before construction a baseline recording including confirmed numbers, general activities, dof visitors in the park will be conducted. These will be monitored regularly as identified in monitoring and evaluation part of LRP.
- Confirm the scale of the use of Atatürk Park in terms of number and timing of visitor, festivals and other social gatherings before the start of construction. Monitoring of the scale of use of Atatürk Park after operation starts to confirm no adverse impacts of the visual impact in terms of decreased use of Atatürk Park.

#### 4.3 Impact on Land Use and other Asset Acquisitions

The impacted land for expanded operation is owned by TCDD and the Treasury. MIP acquired the right to operate the port, MIP has made investments to improve the capacity of the port to provide services in land and marine areas given the areas defined in the contract by TCDD and MIP which comprises the current operation area on the land and sea. While MIP expanded the port capacity after privatization, they have operated within the limits of the permitted land. For the Project an additional 164,490 m<sup>2</sup> will be filled. Mersin Port will lose its cruise feature due to the new additional filling area. For this reason, a new cruise port will be constructed by filling an area of 11,845 m<sup>2</sup>. In other words, a total area of 176,335 m<sup>2</sup> will be filled in the project (164,490 m<sup>2</sup> + 11,845 m<sup>2</sup>). All these operations will take place in the current borders of the MIP. Land acquisition by expropriation will not happen.

The impact of the Project on land and other immovable has been examined separately for the construction and operation phases on two specific main topics, users of the area in the proximity of the working corridor and coastal users such as fisherman.

##### Impacts during Construction:

No impact in terms of access to land and coastal area within the Project is anticipated for users/workers as construction will take place inside the port and will be located within the area rented by MIP from TCDD. MIP itself as the organization and MIP employees are identified as receptors and the potential impacts are discussed in the previous section.

The livelihood impact on the tour boat operator and fishing restaurant owners are described above in Section 4.2.

##### Impacts during Operation:

The livelihood impact of the project during operation phase with regards to the decreased number of users in Atatürk Park is described Section 4.2. No other land use and asset acquisition impact is foreseen during operation.

**Table 38: Positive and Negative impact distribution on AoI**

Neighborhood	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni	-	-	-	-
Üçocuk	-	-	-	-
Cami Şerif	-	-	-	-
Kültür	-	-	-	-
Hal	-	-	-	-
Hamidiye	-	-	-	-
Çankaya	-	-	-	-
Local businesses	-	-	+	+

#### 4.4 Impact on Education

The impact on education will be addressed on the direct AoI which is the immediate vicinity of the Port's construction and operation area. There are educational institutions within the project's AoI. Among these institutions, the closest ones are Akdeniz Elementary School (approximately 570 m from the port, birds eye view), Tevfik Sırrı Gür Anatolian High School (approximately 1146 m from the port, birds eye view), Zafer Çağlayan Commercial High School (approximately 1406 m from the port, birds eye view) and Mersin Üçocuk Elementary School (approximately 1590 m from the port, birds eye view). As a labor influx to the immediate neighborhoods is not expected for the construction and expanded operation, there will be no recruitment pressure on these existing schools during construction or operation.

**Table 39: Information closest schools to the project area\***

School	Student amount	Teacher amount	Number of classrooms	Birds eye view distance to the construction site (m)
Üçocuk Elementary School	590	45	40	1590
Tevfik Sırrı Gür Anatolian High School	748	56	26	1146
Akdeniz Elementary School	390	30	18	570
Zafer Çağlayan Commercial High School	978	69	27	1406

\*<http://www.meb.gov.tr/baglantilar/okullar/index.php?ILKODU=33>

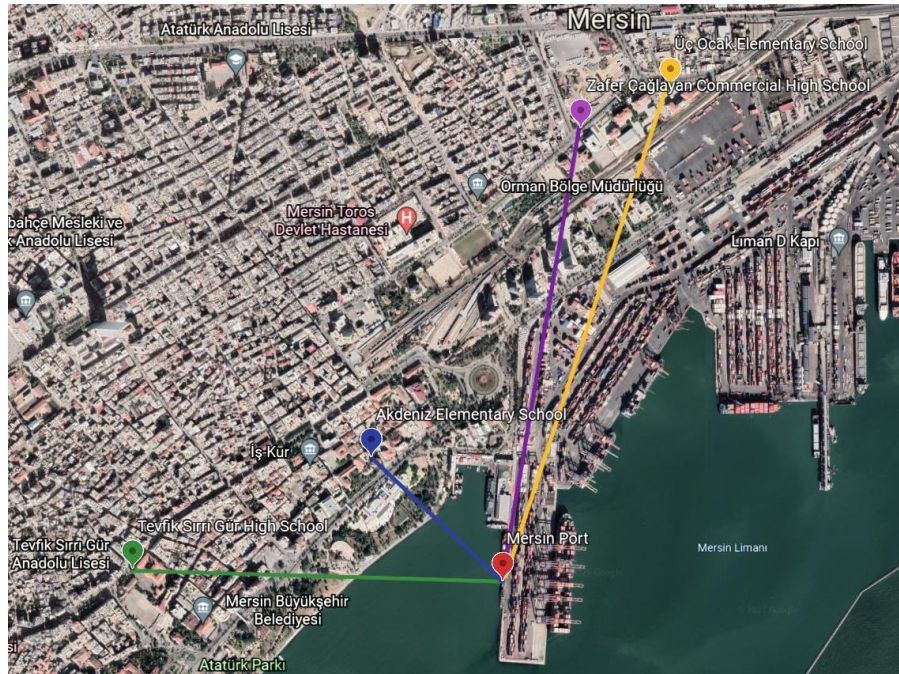


Figure 22: Distance between construction area and closest schools

- **Impacts during Construction and Operation:**

In terms of education, it was examined whether the students of Üçocak Elementary School, Tevfik Sırrı Gür Anatolian High School, Akdeniz Elementary School and Zafer Çağlayan Commercial High School were affected by noise, traffic and dust generated by construction works.

According to the air quality modelling results from EIA report of this project, the air pollution projections are below the limit value for the closest settlement. In addition to this modeling, a new air quality measurement conducted by BTY and according to this modeling results, no adverse impact on air quality is expected during the construction and operation, model results are below the limit values. Schools do not have any complaints about port-related air pollution.

As for noise quality, measurements from EIA report of this project showed that noise projections are below the limit value for the closest settlement. Besides, additional noise measurements and modelling have been completed lately by BTY, and the result of these measurements show that there is no adverse noise impact from the Project.

For the impact of increased traffic and construction traffic resulting from the project, please refer to Section 4.8).

Table 40: Positive and Negative impact distribution on AoI

Neighborhood	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni	-	-	-	-
Üçocak	-	-	-	-
Cami Şerif	-	-	-	-
Kültür	-	-	-	-
Hal	-	-	-	-
Hamidiye	-	-	-	-
Çankaya	-	-	-	-

#### 4.4.1 Proposed Mitigation

The measures proposed in relation to education are;

##### Construction and Operational Phases

- Noise and air modelling studies are performed to estimate the noise and air pollution levels in the area of influence of the Project. According to the results of these modeling, there is no adverse impact for the any educational facility. However, standard engineering practices should be considered in order to avoid any possible adverse situation (please refer to Construction Environmental and Social Management Plan).

#### 4.5 Labor and Working Conditions

There is a dedicated department for the management of human resources in the MIP. Also, there is environmental and social management system documentation of PSA, one of the shareholders, to be implemented by MIP. A risk assessment matrix of PSA is used in the facility.

As Turkey is party to a multitude of ILO conventions and therefore the Turkish Labor Law is in compliance with international labor standards, Project's and the existing operations' full compliance with labor law will ensure compliance with majority of EBRD PR2 and IFC PS2 requirements as well.

Turkish legislation does not allow employment under 14 years of age and restricts the employment of children (at 14 years of age and elementary school graduate) and young workers (15-18 years of age) to defined areas of work with less or minimal hazard. Ports are classified as dangerous according to the Communique on Workplace Hazard Classes Related to Occupational Health and Safety. For this reason, in the interviews made with both MIP and Liman-İş union, which includes MIP employees, it was examined whether there were any employees over the age of 14 and it was seen that they did not.

There is an "Ethical Principles Procedure" published by Human Resources. In this procedure, there are issues such as compliance of employees with MIP principles, policies and procedures, use of resources and time, points to be considered in sub-employer and supplier relations, bribery and corruption, relations with public institutions and organizations and NGOs. In addition, MIP has a Health, Safety, Environment and Security Policy, and according to this policy, both MIP and its subcontractors must comply with these policies.

Also, a Construction Environmental and Social Management Plan has been prepared within the scope of the SIP. As a minimum, below actions will be taken:

- Include in tender documents and contracts the requirements for the EPC Contractor to appoint, as a minimum, a dedicated ESHS Manager and ESHS Officer with experience of managing such issues in similar projects.
- Approve personnel appointed as Contractor ESHS manager/officer.
- Approve the CESMP and monitor its implementation.
- Provisions for implementing PR/PS2, employee grievance procedure and for contractors to develop a workforce code of conduct consistent with these requirements included in Tender Documentation and Contracts.
- According to the information received, a camp will not be established for the workers during both the construction and operation phases of the Project, the accommodation of the workers is under the responsibility of the subcontractor and there is no impact as the employment is considered to be locally provided. However, if required, any workforce accommodation is to comply with the requirements of PR/PS2 and EBRD/IFC Guidance Note Workers' accommodation: processes and standards (2009) during

the construction and operational phase (e.g., security guards). Appropriate requirements are to be included in contracts for EPC and any security providers.

There is unionization with Collective Labour Agreement. Workers are registered with the Liman-İş Union as stated before, which also has an office in the port. According to the information received from both MIP and Liman-İş, there has not been a strike for a long time and Liman-İş representatives stated that they did not have any problems.

MIP has gained its Equal Opportunity Model Certificate by completing the program of KAGIDER, the Women Entrepreneurs Association of Turkey – a program devised with the goal of ending gender discrimination in business life. It earned this right by fully implementing KAGIDER’s anti-gender discrimination program, which is run with the technical support of the World Bank and with the cooperation of Price Waterhouse Coopers and Ernst & Young. The Equal Opportunity Model certification aims to identify inequalities in processes such as recruitment, training, career planning and development, and to end approaches based on gender discrimination in business life. The aim is that, with the assistance of this program: the private sector is supported in promoting gender equality in business life; equality in employment and earnings is promoted to increase the productivity of women in the labor force in Turkey, and that equality of opportunity in business procedures is also promoted. Traditionally in Turkey, it is thought that women would not be interested in port operations work. The MIP is making efforts to overcome this social gender stereotyping and trying to increase the rate of female employees in some private jobs such as crane operator. As can be seen in Table 32, while 5.51% of the MIP employees are female, the rest 94.49% is male. This is also similar for subcontractor: 2.85% of subcontractor employees are female and 97.15% is male. Even though this rate seems less as a percentage, it is a considerable figure among the ports in Turkey.

According to the Addressing Gender-Based Violence and Harassment (GBVH) – Emerging Good Practice<sup>4</sup> for the Private Sector established by EBRD, IFC and CDC Group, there is growing recognition that operators in the private, public and non-profit sector need to address GBVH more proactively. For the private sector, this is motivated by the need to prevent the physical, sexual, emotional and financial harm GBVH causes to individuals, as well as the financial, reputational and legal risks it poses to businesses and investors. However, MIP does not have any written policy or procedure that may relate to GBVH. Considering the additional operational workforce, which will likely include a small number of female employees who will come during the operation phase of the port, the importance of such a policy becomes clear.

A survey was conducted with MIP employees to evaluate the labor force and working conditions. In the survey results, it is seen that all participants gave positive answers to all questions. In addition, in the interview with Liman-İş, it is concluded that the employees are satisfied with their rights and management of MIP. In the survey, employees were asked whether they are treated fairly and whether there are equal opportunities, and all participants stated that the working environment is fair and there is equality of opportunity. However, it should be underlined that only 18 people participated in this survey and only 1 of them was female.

- **Impacts during construction:**

There may be a possible gender-based violence with workers coming for construction jobs.

- **Impacts during operation:**

According to the document review and survey results, MIP offers very good conditions to its employees. Good labor and working conditions for more employees can be caused by the continuation of the current conditions. However, as in the construction phase, due to the increasing number of workers, there may be a possible gender-based violence.

**Table 41: Possible positive and negative impacts on labor and working conditions**

Positive Impacts	Negative Impacts
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<sup>4</sup> [https://www.ifc.org/wps/wcm/connect/f1645167-7eff-439b-922b-7656c75320ab/GPN\\_AddressingGBVH\\_July2020.pdf?MOD=AJPERES&CVID=nddokiS](https://www.ifc.org/wps/wcm/connect/f1645167-7eff-439b-922b-7656c75320ab/GPN_AddressingGBVH_July2020.pdf?MOD=AJPERES&CVID=nddokiS)

Good labor and working conditions for more employees can be caused by the continuation of the current conditions.	Possibility of increased gender-based violence due to an increase in the number of employees
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The positive – negative impact comparison on the basis of the neighborhoods in the Aol is given below. Although it has no impact on neighborhoods, there may be positive and negative impacts for MIP’s and subcontractor’s employees.

**Table 42: Positive and Negative impact distribution on Aol**

	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni Neighborhood	-	-	-	-
Üçocuk Neighborhood	-	-	-	-
Camii Şerif Neighborhood	-	-	-	-
Kültür Neighborhood	-	-	-	-
Hal Neighborhood	-	-	-	-
Hamidiye Neighborhood	-	-	-	-
Çankaya Neighborhood	-	-	-	-
MIP’s and subcontractor’s employees	+	+	+	+

#### 4.5.1 Proposed Mitigations

##### Construction Phase

- MIP will contractually require all contractors and subcontractors to adopt a sexual harassment policy and to communicate this to their employees into the tender contract for EPC and subcontractor.
- MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and managers on how to respond to incidents of sexual harassment MIP will update their grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual harassment in the workplace
- MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.

##### Operation Phase

- MIP will revise the disciplinary code in accordance with PR/PS2 and 4 including health and safety rules, non-discrimination and equal opportunity, prohibition of sexual harassment etc.
- MIP will develop and implement a sexual harassment policy and provide induction training on the sexual harassment policy for all employees and contractors .
- MIP will ensure women’s representation in the union structure.
- MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and managers on how to respond to incidents of sexual harassment .
- MIP will update the grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual

harassment in the workplace .

- MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.
- MIP will explore opportunities for hiring more women in port operations.

#### 4.6 Healthcare Services

The existing port operations is certified in accordance with ISO 45001 and has an implemented Occupational Health and Safety (OHS) management system with dedicated personnel. Examples of procedures/plans/instructions included in the management system documentation are:

- OHS Policy
- Work Permit and Safety Controls
- OHS Committee Procedure
- Accident Investigation Procedure and Instructions
- Training Procedure
- Environmental Aspect and OHS Risk Assessment Procedure
- Emergency Response Procedures
- Covid-19 Procedure and Covid-19 Safe Service Certificate obtained from the Turkish Standards Institute
- Various Operational Procedures for OHS Critical Works such as dangerous substances handling, lifting, maintenance, loading and loading, management of chemicals, traffic safety, working with high voltage, OHS and environmental measurements, workplace, and etc.

Also, there is emergency response plan prepared for the existing facilities. As per the relevant regulation, this emergency plan will need to be updated after the completion of the project and update of the risk assessment of the current facilities with the addition of extension facilities. The emergency response plan is prepared in line with regulations including the License to Handle Hazardous Material and includes the following scenarios: i) Fire, ii) Occupational accidents, iii) Natural Disasters, iv) Industrial Accidents (tank, substation, boiler), v) Sabotage and vi) Community Riots. The plan also includes a commitment for supporting the emergency response activities of the Port Authority in the case of availability of adequate equipment at MIP and external parties to be contacted in case of emergencies at MIP.

The impact on Healthcare Services will also be addressed on the direct Aol which is the immediate vicinity of the Port's construction and operation area. As a population influx to the immediate neighborhoods is not expected for the construction and expanded operation, no pressure on the existing hospitals is anticipated. Toros State Hospital, which is 3 km provided a good capacity for health services and proved effective during the pandemic era.

The impact of the Project on the healthcare has been examined separately for the construction and operation phases.

- **Impacts during Construction:**

The existing Port will continue to operate during the construction phase of the project. The number of people to work during the construction phase of the project is given as 40 in the EIA report, but this is not a definite number as far as the contract with the construction company has not been made yet. It is unknown from where the workers will be employed and if any worker's accommodation will be set up in the Project area (the existing plans calls for none).

The subcontractors are anticipated to be hiring locally for the construction term; however, caution is needed even for the workers coming from different parts of the city during pandemic conditions.

Since the subcontractors are not yet assigned, the MIP’s own occupational health and safety department does not have information about the subcontractor occupational health and safety procedures. Although MIP has its own procedures in detail, a robust criterion should be set for the subcontractor to determine its health (including pandemic, emergency and first-aid) procedures before starting construction. Please refer to the CESMP developed as part of the SIP.

Since MIP currently has 3000 employees, the activities of 40 people during the construction phase of the project are not of a nature that will adversely affect and / or disrupt the health services MIP stated that there is a capacity to meet additional employment as MIP owns the full-fledged ambulance and paramedic staff working in 3 shifts within the MIP Infirmary and enable safe access to Toros State Hospital, which is 3 km away from the port. In case of possible multiple accidents, the proximity of the port to the city center is an important advantage, and it will allow 112 Emergency Ambulances to arrive at the scene in a very short time.

- **Impacts during Operation:**

There is an independent medical facility within the project site. There is a full-time medical doctor, 1 nurse, 4 medical staff and 4 ambulances on site. Employees receive health services on site. There are 2 medical staff in each of three shifts. There is also an ambulance with 24-hour paramedics for emergencies. There is a large hospital (Toros State Hospital) in the immediate vicinity of the project, as stated before.

It has been stated by MIP that after the port is expanded, a total of 500 people will be recruited for the operation and that there is a capacity of current infirmary to meet additional employment. No additional capacity increase will be needed. MIP has a Health, Safety, Environment and Security Policy published also on their website to provide a safe, secure and healthy working environment for its employees. This policy will also be applied to staff who will come for the operation phase.

It has been also stated that all employees receive Private Health Insurance, Life Insurance and Personal Accident insurance.

As stated before, MIP provides first aid training to employees with reference to the Ministry of Health’s First Aid Regulation. In a less dangerous workplace, 1 first aid training is required for every 20 employees, and 1 first aid training is required for every 15 employees in a dangerous workplace. It has been reported by MIP that MIP provides first aid renewal trainings every 3 years. However, according to the MIP 113 people have first aid certificates corresponding to %3,8 of the total employees. It has been reported that when the number of employees increases, the number of first aiders will also increase, as required by the regulation.

To sum up, possible positive and negative impacts of the port extension project are given below.

**Table 43: Possible positive and negative impacts on healthcare**

**Construction Phase:**

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>• Capacity constraints for health services are not clear given the number of subcontractors and contract workers are not decided yet.</li> </ul>

**Operation Phase:**

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>• Capacity constraints may occur within the current MIP health center as the number of personnel to work in the operation will increase by about 16 percent (500 more employees).</li> <li>• Insufficient number of first aiders according to Turkish legislation</li> </ul>

The positive – negative impact comparison on the basis of the neighborhoods in the Aol is given below. Although it has no impact on neighborhoods, there may be capacity constraints for MIP’s and subcontractor’s employees.

**Table 44: Positive and Negative impact distribution on Aoi**

	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni Neighborhood	-	-	-	-
Üçocuk Neighborhood	-	-	-	-
Camii Şerif Neighborhood	-	-	-	-
Kültür Neighborhood	-	-	-	-
Hal Neighborhood	-	-	-	-
Hamidiye Neighborhood	-	-	-	-
Çankaya Neighborhood	-	-	-	-
MIP's and subcontractor's employees	-	-	+	+

#### 4.6.1 Proposed Mitigations

##### Construction Phase

- MIP's own occupational health and safety department will work in coordination with the subcontractor occupational health and safety departments that will come during the construction phase and expand their clinic's capacity accordingly.
- EPC Contractor and sub-contractor will prepare relevant sub management plans (i.e. Occupational /H&S Management Plan) in line with Project EIA and SIA to regulate health related risks during construction.
- MIP and subcontractors will take the necessary safety, health, and environmental measures during construction of the project for the workers that will be enshrined in the contract as per EPC Contractor's and MIP's provisions.
- Necessary personal protective equipment and job specific trainings shall be given to the workers regularly.

##### Operation Phase

- MIP will make sure that the infirmary capacity and health personnel will meet the future employment by making the necessary projections and additions.
- Additional first aiders and training to be in place for the additional employees in operation as required by Turkish legislation because even the current number of first aiders does not meet the value as per Legislation.

#### 4.7 Community Health and Safety

Issues related community health and safety and mitigation mechanism in place for ensuring community health and safety are explained in detail in EIA. The impacts and mitigations reflected here discuss social aspect of community health and safety depending on interviews under SIA, review of extensive fieldwork in line with EIA of the project and secondary information.

Unless measures are taken in both the construction and operation phases of the project regarding the design and operational safety of the project and associated public health and safety issues, there are factors that will pose risk and threat to community health and safety. The issues addressed here are also related with the management of environmental impacts, and constitute the intersection set of environmental and social impacts.

Issues that were reviewed regarding community and health are:

- Dust
- Noise



- Impact of traffic (Supply of Drilling and Dredging Materials and Their Transportation (i.e., Quarry) and traffic during operation that will increase due to capacity increase)
- Risk of accidents due to open trenches and other project related accidents for community members
- Recreational Area Use
- Addressing Community grievances on health and safety issues

## Dust

- **Impacts during Construction:**

The effects on the physical and biological environment are determined according to the dust and exhaust gas emissions from the outer limit of the construction area during the construction works. The construction works in the port area and the filling processes might be effective in the generation of dust during the construction phase. All transportation roads will be covered with concrete / asphalt material during the construction phase of the project and the filling material will not be stored in the area.

In addition, since there will be no need to store the particulate materials that may cause dusting during the construction phase, there will be no need to store the concrete needs in the region.

Since it will be removed from the concrete facilities, the vehicles carrying materials to the site will be covered with tarpaulins and the truck route will be covered with asphalt and concrete until the last point, there will be no further dust emission in the project area.

Air quality modelling was held for the construction phase according to the EIA report of the project. In addition to these, an air quality modeling was conducted within the scope of SIP studies by BTY. According to this modeling results, no adverse impact on air quality is expected during the construction phase, model results are below the limit values. However, standard engineering practices should be considered in order to avoid any possible adverse situation (*please refer to Construction Environmental and Social Management Plan*).

- **Impacts during Operations:**

Serious dust formation is not expected. However, increasing capacity will bring more trucks to the port area, which may cause dust generation regarding transported material type. According to the air quality modeling conducted by BTY, no adverse impact on air quality is expected during the operation phase, model results are below the limit values. However, standard engineering practices should be considered in order to avoid any possible adverse situation (*please refer to Construction Environmental and Social Management Plan*).

## Noise

The interviews with stakeholders showed that, local people suffer at different degrees from noise originated by currently operating port. Concerns have been expressed that expanded port capacity will bring more noise issues in the future especially during the construction. The main concern is about the noise during pile driving.

According to EIA, pile sheet system requires several equipment (Mobile crane, Hammer, Dozer, concrete mixer and truck), which might cause noise problems during construction works. Hence, necessary noise measurement to be conducted before the initiation of the pile works has also been mentioned in the EIA.

As for noise quality, measurements from EIA report of this project showed that noise projections are below the limit value for the closest settlement. Besides, additional noise measurements have been completed lately by BTY, and the result of these measurements show that there is no adverse noise impact from the Project.

- **Impacts during Construction and Operation:**

Complaints of currently functioning port-related noise pollution (especially from staking) were raised according to the interviews conducted with local people around the MIP area. Additional noise measurements and modelling have been completed lately by BTY, and the result of these measurements and modelling show that there is no adverse noise impact from the construction and operation phases of the project. However, there may be unexpected noise sources other than the noise sources used in the modelling.

### **Impact of Traffic (Supply of Dredging Materials and Their Transportation and traffic during operation that will increase due to capacity increase)**

Regardless of whether they find the project's impact positive or negative, all stakeholders interviewed mentioned the traffic problem as a major concern. Traffic originating from trucks is seen as the biggest problem of the Port. Especially during the work hours, the traffic becomes a problem in the entrance to the city center (*for the details, please refer to Section 4.8*).

- **Impacts during Construction:**

Within the scope of the project, an additional filling area of 176,335 m<sup>2</sup> in total will be made. The purpose of the filling is to increase the port capacity in other words, storage, and operational capacity. Filling material will be supplied from a quarry and the impact of the quarry during construction is important for the communities in which the quarry is located.

According to the EIA report, the construction site is not expected to be affected by the transportation of the filling material or the filling operation itself as specific route will be followed during the transportation of the filling material from the quarry. Again, according to the EIA, the filling material required within the scope of the project will be supplied from the quarries belonging to a company located in Çelebili Village, İçmeler Location, 19 km from MIP. However, MIP officials stated that this quarry will likely change, however, as the EPC contractor is not selected yet, the quarries to be used is not known. In order to analyze the impact of the quarry on the village communities, the information related to its location should be determined. The traffic impacts are assessed in Section 4.8 of this report as well.

- **Impacts during Operations:**

Due to the increase in port capacity, there will be an increase in the number of trucks and personnel entering and leaving the port in the operation phase. For this, MIP is planning "Gate project" (*for the details, please refer to Section 4.8*). With this project, it is aimed to separate the port traffic from the city traffic. If this project is implemented, no potential negative impact on community health and safety is expected from the traffic during the operation. During the interviews with the stakeholders and the site visit, it was observed that the trucks did not enter the city. However, it was stated by some stakeholders that some truck drivers, who did not want to wait in long lines, returned a little further into the city (*for the detail please refer to Figure 23*). Also, even now it has been seen that trucks sometimes cover 2 lanes of the 3-lane road. Since the Gate Project is being implemented, MIP will be able to mitigate trucks entering the city to minimize the impact on public health.

### **Risk of accidents due to open trenches and other project related accidents for community members**

The port is in the Mersin city center. This increases the probability of suffering occupational accidents during the construction or operation process by the local people. Project related accidents should always be considered by the MIP administration, in order to minimize potential risks.

- **Impacts during Construction:**

The construction will take place in a restricted area with no public access.

On the other hand, the quarry will be placed outside of the port and there may be dangerous situations for workers and local community around that facility. In this sense, project related accidents are to be addressed under the Construction Health and Safety Management plans.

- **Impacts during Operations**

During the operation phase, accident risks will be minimized, since local people are not allowed to enter operational area of the port.

**Table 45: Possible positive and negative impacts on community health and safety**

**Construction Phase:**

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>The negative impact of the quarry operations on the highlands, roads, and community village life due to construction activity, transportation, noise (digging, breaking and drilling), nature scene and local economic activity.</li> <li>Project related accidents in the transportation of filling and dredging materials.</li> </ul>

**Operation Phase:**

Positive Impacts	Negative Impacts
-	<ul style="list-style-type: none"> <li>Potential noise impacts at the surroundings especially from staking</li> <li>Increased truck traffic (if Gate Project is not implemented).</li> </ul>

**Table 46: Impact distribution on Aol**

	Dust		Noise (based on modeling)		Recreational Area Use	
	Construction	Operation	Construction	Operation	Construction	Operation
Yeni	-	-	-	-	+	+
Üçocuk	-	-	-	-	+	+
Cami Şerif	-	-	-	-	+	+
Kültür	-	-	-	-	+	+
Hal	-	-	-	-	+	+
Hamidiye	-	-	-	-	+	+
Çankaya	-	-	-	-	+	+

**Table 47: Impact distribution on Aol (continued)**

	Supply of Drilling and Dredging Materials and Their Transportation		Risk of accidents due to open trenches and other project related accidents for community members		Addressing Community		Grievances on health and safety issues	
	Construction	Operation	Construction	Operation	Construction	Operation	Construction	Operation
Yeni	+	+	+	+	+	+	+	+
Üçocuk	+	-	+	+	+	+	+	+
Cami Şerif	+	-	+	+	+	+	+	+
Kültür	+	-	+	+	+	+	+	+
Hal	+	-	+	+	+	+	+	+
Hamidiye	+	-	+	+	+	+	+	+
Çankaya	+	-	+	+	+	+	+	+

**4.7.1 Proposed Measures**

Construction phase:

- MIP will check the effectiveness of the measures taken and fulfill the commitments in the EIA.
- Dust emission measurements will be carried out inside and outside of the Project area as indicated by the air modelling study.
- An air quality modelling study performed to estimate the environmental pollutant levels in the area of influence of the Project. According to the results of this modeling, there will be no negative impact, but

standard engineering practices should be considered in order to avoid any possible adverse situation (*please refer to Construction Environmental and Social Management Plan*).

- The noise measurements will be monitored during construction phase of the project in line with the findings of the noise modelling.
- The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern.
- MIP will monitor its external grievance mechanism internal periodically.
- MIP will establish a Project Information Desk / Kiosk in the Park.
- MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.
- MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.
- MIP will require the EPC contractor and its subcontractors to commit to use quarries which are already in operation in compliance with national requirements and with no significant impacts to local communities and will not supply filling material from new quarries.
- The quarry will be decided immediately with the subcontractor and the information will be shared with the public.
- The EPC contractor will require the subcontractor to proceed the quarry operations with due diligence.
- Safety procedures inside and around the port and on the roads and highways carrying materials will be planned and operationalized with the relevant stakeholders.
- MIP will inform public and other stakeholders prior to construction on the time schedule of planned civil works.
- TMP will be used to mitigate impacts of transporting materials to and from the quarry especially trying to avoid sensitive receptors such as schools/hospitals/etc. when designing the transportation route.

#### Operation phase:

- The ambient noise levels will be monitored during operation phase of the project.
- The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern. MIP will monitor its external grievance mechanism periodically.
- MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.
- MIP will discuss the Gate Project will be discussed with the relevant public and social stakeholders and

operationalize the Project during the operation.

#### **4.8 Impact on Infrastructure and Quality of Life**

The impact of the project on the infrastructure and quality of life has been examined separately for the construction and operation phases on solid waste infrastructure, water/wastewater infrastructure, electricity/gas infrastructure and traffic.

- **Impacts in Construction:**

##### ***Solid Waste Infrastructure:***

During the construction phase of the project, domestic solid wastes and packaging wastes, construction wastes, hazardous wastes, medical wastes, waste batteries and accumulators and end-of-life tires will be generated. According to TURKSTAT, the average municipal solid waste generated per person in 2018 is 1.08 kg/day for Mersin province and 1.16 kg/day for Turkey. Considering the average for Turkey, as it is higher, the total domestic waste to be generated by the construction phase workforce of 40 people will be 46.40 kg/day. Domestic solid wastes will be collected and disposed of by Mersin Metropolitan Municipality. According to the TURKSTAT for 2018, the total waste sent for disposal at the sanitary landfills of the province is 1,760 tonnes/day. Therefore, the Project's additional load on provincial sanitary landfill capacity is considered to be negligible. As the Project will maximize local employment, the actual contribution will be much smaller (i.e., local workers that would normally contribute to waste generation in the province will be employed and therefore additional load will be only limited to people that will be employed from other provinces). Other types of wastes will be collected separately from other wastes and given to authorized companies with an Environmental License.

##### ***Water/Wastewater Infrastructure:***

In the operation phase, domestic wastewater and waste oil will be generated.

According to TURKSTAT, the wastewater amount per person in 2018 is 196 L/day for Mersin province and 188 L/day for Turkey. Considering the average for Mersin, as it is higher, the total wastewater by the construction phase workforce of 40 people will be 7,840 L/day. Domestic wastewater will be delivered to the existing city sewerage system. Permission for this was obtained from the General Directorate of Mersin Water and Sewerage Administration (MESKİ). The wastewater treatment capacity in Mersin is 117,737 thousand m<sup>3</sup> per year in 2018. Therefore, the Project's additional load is negligible.

Waste oils, on the other hand, will be taken to the port's own waste receiving facility and necessary actions will be taken. The waste oil tank is 100 m<sup>3</sup> and it is estimated that 580 liters of waste oil will be generated annually during the construction phase of the project as per EIA Report. Therefore, again, the Project's additional load is negligible.

##### ***Electricity/Gas Use:***

In the EIA report and document review, it was not seen that the project would create any load on the electricity and natural gas infrastructure of the city. This situation was asked to the project team and confirmed. In addition, this issue was brought up in the meeting with the relevant stakeholders and none of them have any concerns about it.

##### ***Traffic:***

Regardless of whether they find the project's impact positive or negative, all stakeholders interviewed mentioned the traffic problem as a major concern. Traffic originating from trucks is seen as the biggest problem of the Port. Especially during the work hours, the traffic becomes a problem in the entrance to the city center. During the interviews with stakeholders and the site visit, it was observed that the trucks did not affect the city's own traffic much. However, in order to return to gate B, the desire of some of the trucks waiting in the queue for long hours to shorten the queue by turning from other places (yellow line in the figure below) other than the road they should

follow (red line in the figure below) may affect the city traffic. Also, sometimes the trucks cover more than two lanes rather than one lane on three lane road, restricting vehicles coming from elsewhere from entering the city center. Stakeholders noted that the line of the trucks can sometimes even be 5 km long.



Figure 23: The existing Port roads and road to city center

Even with this much traffic in the current situation, trucks carrying filling material during the construction phase will cause an extra load. Currently, it is not known from which quarry the filling material will be obtained. According to the information received from MIP, the selection of the quarry depends on the subcontractor although the EIA stated Çelebiler village away from 19 km from the Port for this facility. The selection of quarry is ambiguous making it difficult to assess the impact of the transportation of the filling material to the construction area. During the meetings with public stakeholders, the issue of determining the quarry as soon as possible and creating a route accordingly was on the agenda.

The back area of the project area consists of concrete and asphalt roads and has a direct connection to the highway. There are 4 entrances within the Mersin Port: Only personnel and civilian vehicles can enter through Gate A, there is no truck entrance. Gate B and Gate C are the gates through which trucks and trailers enter and exit. Gate D is the door on the free zone side. In addition, there is an E gate that provides direct access from the port to the free zone.



*Figure 24: Gates of Port*

MIP is nearly completing the “Kapı Projesi – Gate Project” concurrently with the extension project. With this project, it is aimed to separate the port traffic from the city traffic and to shorten the waiting times for the trucks. For the project, MIP cooperates with other project stakeholders (Mersin Governorship, TCDD, General Directorate of Highways, State Hydraulic Works, Mersin Metropolitan Municipality, Akdeniz Municipality, Naval Forces Command, National Real Estate, Veterinary Medicine, Coast Guard, and other stakeholders).

According to the information received from MIP, the Project is 80% completed and is planned to be completed at the end of Summer 2023. The details regarding the current status of the Gate Project is given in Supplementary Information Package (“SIP”) in relevant Associated Facilities section.



*Figure 25: Trucks waiting to enter through gate B*



*Figure 26: Trucks waiting to enter through gate D*

With the Gate Project, MIP will divert the entrance to the Port at TOKİ roundabout which is in 1.3 km east of entrance gate D. Certain entrance procedures such as OCR (Optical Character Recognition), weighing, pre-gate operations (document control) will take place on these 1.3 km section of travelling distance of the trucks entering the Port that will:

- The traffic entering the Port will be isolated from the main road
- Speed up the entrance procedures.

Together with the Gate Project, the railway crossing (north of gate D) will be eliminated through a flyover. This will prevent the queue of vehicles coming from free-zone (south of gate D) waiting at the crossing and thus eliminating the entrance to gate D.

After the completion of the Gate Project, the entrances to the Port will be only through Gate D and the exist will be through Gate D, Gate B and possibly Gate C. This will ensure the congestion of vehicles trying to enter the Port through Gate B which currently causes high traffic on İsmet İnönü Boulevard towards city center.

In addition, MIP will increase the number of admission boxes at Gate D to a minimum of eleven which will decrease the number of vehicles thus, the waiting queue at Gate B entrance.

- **Impacts in Operation:**

#### ***Solid Waste Infrastructure:***

During the operation phase, domestic solid wastes and packaging wastes from employees, solid wastes from maintenance and repair works, waste batteries and accumulators, medical wastes, hazardous wastes, end-of-life tires, electronic wastes and wastes from ships are expected to occur. As per the formulation stated above, the total domestic waste to be generated by the operation phase workforce of 500 people will be 580 kg/day. Since the total waste sent for disposal at the sanitary landfills of Mersin is 1,760 tonnes/day, the Project's additional load on provincial sanitary landfill capacity is considered to be negligible. As the Project will maximize local employment, the actual contribution will be much smaller (i.e., local workers that would normally contribute to waste generation in the province will be employed and therefore additional load will be only limited to people that will be employed from other provinces).

Wastes from the ships will be collected in sealed containers at the existing waste receiving facility and then sent to a licensed company or Mersin Metropolitan Municipality landfill during the operation.

#### ***Water/Wastewater Infrastructure:***

There will be domestic wastewater, liquid wastes from ships such as bilge, sludge and waste oil during the operation phase of the project.

As per the formulation stated above, the total domestic wastewater to be generated by the operation phase workforce of 500 people will be 98 m3/day. Therefore, the Project's additional load is considered to be negligible.

Other liquid wastes will be taken to the waste receiving facility. According to the information taken from MIP, the current capacity of waste receiving facility is 750 m3 and its volume will be increased by 400 m3 in 2021 since the extension of the project.

#### ***Electricity and Gas Infrastructure:***

As stated before, the project would not create any load on the electricity and natural gas infrastructure of the city.

#### ***Traffic:***

Due to the increase in port capacity, there will be an increase in the number of trucks and personnel entering and leaving the port in the operation phase. For this, MIP is planning "Gate project" (for the detail please refer to Construction phase traffic impact section).

To sum up, possible positive and negative impacts of the port extension project are given below assuming that the Gate Project has been made and implemented.

**Table 48: Possible positive and negative impacts on infrastructure**

**Construction Phase:**

Positive Impacts	Negative Impacts
<ul style="list-style-type: none"> <li>Gate Project planned to solve the existing and future traffic problems</li> </ul>	<ul style="list-style-type: none"> <li>Ever increasing traffic problem due to construction trucks and other vehicles.</li> <li>There won't be any new quarries to be opened for the purpose of resourcing the filling material for the Project. Already existing quarries will be utilized for this purpose. However, since it is not clear which quarry will be used for the filling material, the possible adverse traffic impact that the trucks carrying the filling material may cause in the port, outside the port, in village roads and in the city cannot be predicted.</li> </ul>

**Operation Phase:**

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>Ever increasing traffic problem due to more trucks involved in loading and unloading.</li> </ul>

Positive and negative impact comparison for the Aol has been examined given below assuming that the Gate Project has been made and implemented.

**Table 49: Positive and Negative impact distribution on Aol**

	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni Neighborhood	-	+	+	-
Üçocuk Neighborhood	-	+	+	-
Camii Şerif Neighborhood	-	+	-	-
Kültür Neighborhood	-	+	-	-
Hal Neighborhood	-	+	+	-
Hamidiye Neighborhood	-	+	-	-
Çankaya Neighborhood	-	+	-	-
Public using the aforementioned road to and from work	-	+	+	-

#### 4.8.1 Proposed Measures

Construction phase:

- MIP will discuss the planned “Gate Project” to separate the port traffic from the city traffic and to shorten the waiting times for the trucks with the relevant public and social stakeholders and start operationalizing the Gate Project during the construction.
- MIP will oversee the EPC Contractor to determine the mode of transportation and the locations of the quarries and transportations routes as soon as possible, calculate the traffic load it will create and cooperate with the traffic authorities to take the necessary precautions.
- MIP will oversee The EPC Contractor and its subcontractors’ Traffic Management Plans to ensure to mitigate the traffic impacts

Operation phase:

- MIP will discuss the Gate Project will be discussed with the relevant public and social stakeholders and operationalize the Project during the operation.

#### 4.9 Cultural Heritage

The impact on cultural heritage will be addressed in relation to the direct Aol based on the data collected through interviews with the mukhtars, civil society representatives, public and private culture and tourism experts together with the publicly available literature data. As discussed in Section 3.9, the Akdeniz District has various cultural, historical, religious, and urban assets. The fact that the Port is expanding towards the urban West but not the industrial East has the potential of creating adverse impact on these assets as also raised as a concern among the stakeholders especially from the civil society during the interviews for the baseline data collection.

The main cultural assets of Akdeniz district including churches and museums are in the district center scattered among busy streets and avenues, shops, workplaces and residences. However, this area will not be in the direct impact (i.e., construction and operational noise, traffic, visual, physical intrusion and etc.) area of the construction and operation works. The large boulevard, namely “İsmet İnönü Bulvarı”, constitutes a natural demarcation between the coast where the Port is located and the city center. (See the red mark in the map below).

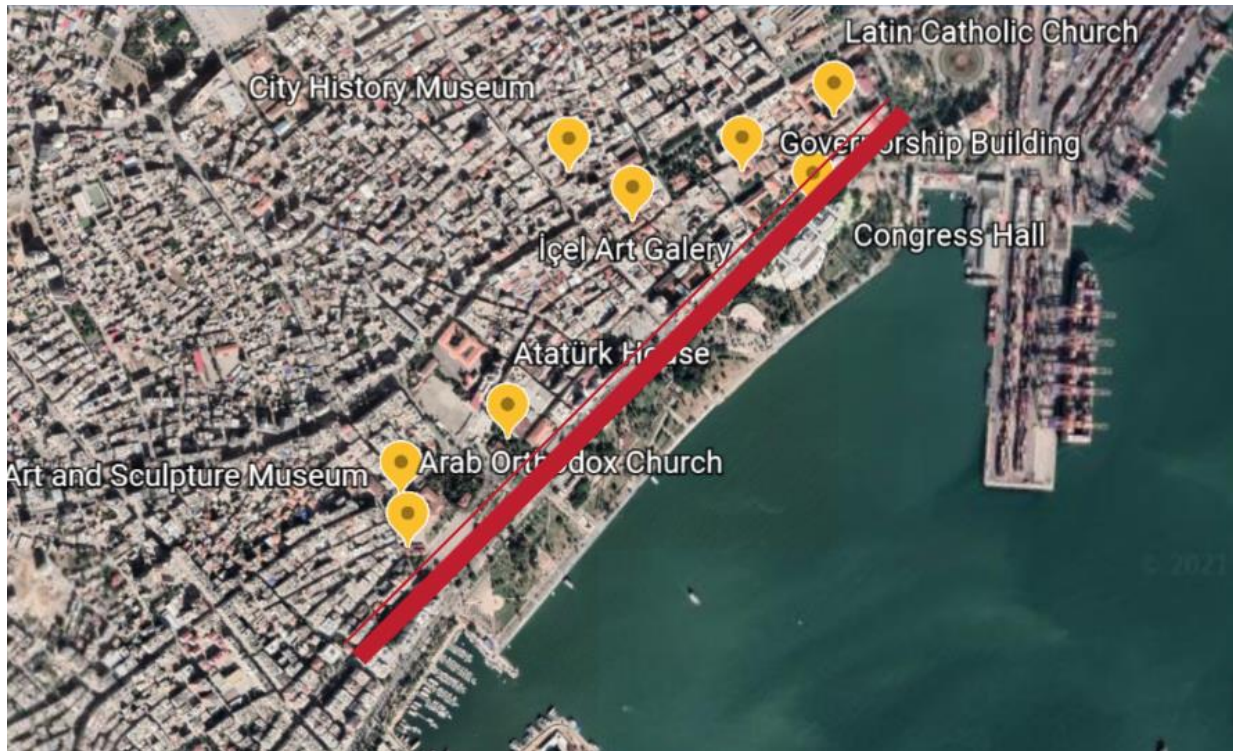


Figure 27: Cultural assets in the proximity of the project area

Atatürk Park and Congress Hall which are considered to be in the direct impacted area is home to a number of cultural events (see Section 3.9). These assets will not be physically impacted by neither construction nor operation works. However, the attendees to these cultural events might be potentially disturbed by the nuisances created during the construction works, thus, decreasing the attractiveness and suitability of the park and congress hall during construction for social gatherings and cultural activities.



Figure 28: Border area between the Port and Atatürk Park

Table 50: Possible positive and negative impacts on cultural heritage

*Construction phase*

Positive Impacts	Negative Impacts
<ul style="list-style-type: none"><li>No positive impacts.</li></ul>	<ul style="list-style-type: none"><li>The use of Atatürk Park and Congress Hall for cultural activities during the construction will be adversely impacted because of nuisances created by construction works.</li></ul>

**Table 51: Positive and Negative impact distribution on Aoi**

Neighborhood	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni	-	-	+	-
Üçocuk	-	-	+	-
Camii Şerif	-	-	+	-
Kültür	-	-	+	-
Hal	-	-	+	-
Hamidiye	-	-	+	-
Çankaya	-	-	+	-

#### 4.9.1 Proposed Mitigations

##### Construction phase

- The Project will not create physical disturbance to Atatürk Park.
- MIP will establish and monitor periodically an external grievance mechanism.
- MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.
- Given high level of public resentment towards the Project, MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction and operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups for the construction period.
- MIP will communicate the construction schedule with the organizers of the social and cultural events in the Park and Congress Hall to eliminate overlapping of the events with the highly disturbing construction works as practicable as possible. An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed to coordinate the cultural activities in the park and Congress Hall with the construction works.

#### 4.10 Visual Impact

During the construction works, there will be filling, dredging and pile driving activities at the seaside involving heavy machinery and dredging ships operating. The scenery from Atatürk Park towards sea will included these machineries. During dredging, there will be turbidity observed on the sea water for the people located in Atatürk Park. All these may diminish the quality of the view from Atatürk Park towards to sea and may result in decreased visitors in the Park.

The existing berth structures of the Port is already in the visual scenery of the people visiting the Park for recreational activities. The completion of the EMH2 project will result in the Port to expand towards the urban West where the coverage of the extended berth will be increasing in the visual scenery.

Many stakeholders, including the owners of the small businesses in the Atatürk Park and Çamlıbel Port, as well as non-governmental organizations and business and professional representatives in Mersin have raised this issue as a concern too. The extension of this visual impact may have an adverse impact in the form of decreased visitors to the Park for recreational activities and attending to social events.

The images shared by MIP below also confirm this potential impact. Taking preemptive social and socioeconomic measures will be the way to prevent the communal discomforts that this situation will create. As in many port cities, it is possible to both make the port attractive for the community and prevent the visual disturbance created by social projects and information activities carried out by MIP to increase the attractiveness of the Park.



Figure 29: Existing and Proposed view from Atatürk Park\*



Figure 30: Existing and Proposed view from a high-rise building\*



Figure 31: Proposed view that will appear when the vessels arrive\*

\*Note to Draft: These simulations will be changed after ones with better resolution are received. In addition, simulations showing the existing and proposed illuminated state of the port at night and the vessels berthed will be added.

Table 52: Possible positive and negative impacts on visual impact

**Construction phase**

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>Observed turbidity at the sea water as a result of dredging activities</li> <li>Construction machinery to be in the scenery for the people visiting Atatürk Park</li> <li>Decreased number of visitors in Atatürk Park</li> </ul>

**Operation phase**

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>Decreased number of visitors in Atatürk Park</li> <li>Extended berth structure in the scenery for the people visiting Atatürk Park</li> <li>Diminished quality of the sea view for the people visiting Atatürk Park</li> </ul>

Table 53: Positive and Negative impact distribution on Aol

Neighborhood	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni	-	-	-	-
Üçocuk	-	-	-	-
Camii Şerif	-	-	-	-
Kültür	-	-	-	-

Hal	-	-	-	-
Hamidiye	-	-	-	-
Çankaya	-	-	-	-
People using Atatürk Park	-	-	+	+

#### 4.10.1 Proposed Mitigations

##### Construction and Operation Phase

- MIP will establish and monitor periodically an external grievance mechanism.
- MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.
- MIP will keep the recording of number of visitor baselines and will monitor the numbers before and after construction to have an estimate of if the number of visitors have been adversely impacted or not, as per SEP.
- MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.

#### 4.11 Vulnerable Groups

The project, as it stands, may lead to adverse effects on vulnerable groups in terms of quality of life mainly due to the physical use of the area affected by the construction and operation. It is believed that the impacts of the project on vulnerable groups will be minimized provided that the measures (i.e. compensatory and restorative actions) taken regarding these issues are implemented.

In order to identify the vulnerable groups to be adversely affected within the scope of the Project, interviews with the mukhtars and selected civil society representatives were carried out. Some segments of the society that are already vulnerable and reside in the Akdeniz District and use the Park may experience inconvenience as their use of the Park will be restricted. Among the vulnerable groups who are likely to be affected are women, children, disabled persons, minorities and migrants (specifically the Syrians under temporary protection) and low-income citizens were inquired in the immediate Aol.

Apart from this, there are vendors and local businesses in the Park, which are affected by the Project in different ways compared to others and thus become the vulnerable group of the Project. We mentioned in the “4.2. Economic Impact” section that in case of an inconvenience during the construction and operation phases, precautions should be taken regarding these people and their possible economic loss.

##### Impacts during Construction and Operation

The impact during construction and operation is addressed together in this section, as the major issue regarding the vulnerable groups is the use of the coastal area including the Atatürk Park and facilities within the Park.

In most of the Akdeniz district neighborhoods which are under the Aol, green and natural areas as well as open air recreational facilities are very limited. Similar communities in Toroslar district, which is located above the Akdeniz district from the sea level, are also among the users of the Park as they can reach the coastal area where the park is located by a single public transportation.

The fact that the Atatürk Park and the cultural and convention center in it have disabled entrance is an important positive factor for the disabled population of the Akdeniz district. The Park can be reached by a single public

transportation for disabled people living in further areas of the Akdeniz district and its vicinity districts towards the North. A representative at the City Council’s disability commission spoke of his concerns about the restricted use of the Park for the disabled.

The coastal area surrounding the construction and operation processes of the project comprises the area where those in the Akdeniz district can meet the sea and are used extensively. Atatürk Park is a place where people from lower income level of the Akdeniz district use to socialize, especially at weekends and after business hours. The areas where children from these families can socially integrate and engage in physical activity are very limited in the neighborhoods. Therefore, coastal use is also important for these children.

For all these segments, the petit commercial centers from the coastal parts of the Mediterranean district are the heart of the trade, so they are the places where everyone’s path falls. Considering the hot climate of Mersin and the limited green areas, those people who frequent the commercial centers make their way to the coast where Atatürk Park is situated. Ataturk Park is of great importance for urban life.

The Park is not considered safe at night. However, the parks in the coastline on the West side of the city can be used more safely and are considered more descent in the evening.

Considering all these, we can say that the Project has neutral to negative impact on vulnerable groups. People think that the use of public space will be limited, and that the park will be left in disrepair. The lack of alternative or compensatory plans for the alleged “sea view restriction” of the Port’s expansion also pits them against the Project. While they are aware of the employment opportunity the project will create for the city and for the unemployed, they say that this economic impact does not pay off for them and that neither the current nor extended use of the Port, which is the asset of the city, benefits the city, the people and the vulnerable groups.



Figure 32: Border area between the Port and Atatürk Park

Construction phase nuisances such as noise and seawater turbidity would impact the use of Park by the Community.

Table 54: Possible positive and negative impacts on vulnerable groups

**Construction phase**

Positive/Neutral Impacts	Negative Impacts
<ul style="list-style-type: none"> <li>Possible economic impact in terms of employment opportunities for the unemployed and low- income households.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in quality of life because of negative impacts such as constraints related to the construction nuisance for the Park users on vulnerable communities who use the Park more frequently for recreational purposes with no financial burden.</li> </ul>

**Operation phase**

Positive/Neutral Impacts	Negative Impacts
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	<ul style="list-style-type: none"> <li>Reduction in quality of life because of negative impacts such as constraints related to the sea view for the Park users on vulnerable communities who use the Park frequently.</li> </ul>
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**Table 55: Positive and Negative impact distribution on Aol**

Neighborhood	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni	-	-	+	+
Üçocuk	-	-	+	+
Camii Şerif	-	-	+	+
Kültür	-	-	+	+
Hal	-	-	+	+
Hamidiye	-	-	+	+
Çankaya	-	-	+	+

#### 4.11.1 Proposed Mitigations

##### Construction Phase

- MIP will ensure the employees from Mersin will be prioritized in its contract with the EPC Contractor and its subs.
- MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people.
- An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.

##### Operation Phase

- MIP will review its commitment for the construction period to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the operation. For this; MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.
- MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people.
- MIP will offer activities and facilities to attract vulnerable people (i.e., unemployed young people, retired/ elderly people, school children, women, disabled populations, migrants) from especially the lower income households of the Akdeniz District who are the most frequent users of the park such as digital billboards, interactive screens, bike racks, seats, water fountains, streetlights, playgrounds, and open-air library.
- MIP will provide smart city solutions by offering multifunctional digital booths to inform the public about its operations and facilitate access to internet, phone etc.

#### 4.12 Social Conflicts and Tensions

As it has been stated in 3.10 Social Component and Present Conflict baseline data Mersin has been home to some level of social conflicts and deep political tensions which has manifested itself in the site visits and interviews. These processes present a fragmented and competitive social and political environment where trust among stakeholders is damaged a lot.

The stakeholders wearied of the projects decided in Ankara (capital) without consultations at the local level. The people of Mersin have a project trauma as referred to by many stakeholders. As explained in the socio-economic baseline in Chapter 3 there are numerous projects that are questioned and protested by the civil society organizations in Mersin.

The economic stakeholders in the site visits are supporting the expansion of the Port, however not towards the East, but to the West as in the 10<sup>th</sup> and 11<sup>th</sup> Development Plans.

The stakeholders also expect that the port has better relations with the public and serve the city of Mersin and its communities do not act against them. Even the stakeholders who do support the Project think that the public communication of the Port is very weak. “It is beneficial for MIP, not for us” many stakeholders stated. They expect that MIP can contribute much more to Mersin’s social and economic life as much as the space it occupies in the city center of Mersin.

The major discussion topic around the Port’s expansion is the possible distortion of the silhouette of the city due to the new operation and the people’s right to environment and city will be taken away.

The fact that there is no positive impact of the Project that is mentioned by the stakeholders except from the possible economic and employment benefits shows that there is a serious lack of communication / engagement with the stakeholders and these need to be addressed with a novel and participatory approach.



Figure 33: The area between the Port and City Center – Yeni Neighborhood

Table 56: Possible positive and negative impacts on social conflicts and tensions

Construction and Operation phase

Positive Impacts	Negative Impacts
	<ul style="list-style-type: none"> <li>• Opposition in the society against the Project exacerbating social conflicts and tension.</li> <li>• Negative public perception of the project</li> </ul>

**Table 57: Positive and Negative impact distribution on Aoi**

Neighborhood	Positive Impacts		Negative Impacts	
	Construction	Operation	Construction	Operation
Yeni	-	-	+	+
Üçocuk	-	-	+	+
Camii Şerif	-	-	+	+
Kültür	-	-	+	+
Hal	-	-	+	+
Hamidiye	-	-	+	+
Çankaya	-	-	+	+

#### 4.12.1 Proposed Mitigations

Construction and operation phase

- MIP will operationalize the Stakeholder Engagement Plan.
- MIP will open new communication channels with the stakeholders including through a Strategic Communication Plan in line with SEP and assign a team of professionals particularly for the implementation of this strategy to rebuild the trust at different levels via presentation of evidence-based materials and an open-door policy.
- MIP will establish a few community liaisons desks within Mersin and a direct telephone line for community to ask questions and register their questions as well as their grievances. An information desk will be provided at the Park as well.
- The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.
- MIP will monitor its external grievance mechanism internal periodically.
- MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.
- MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups for the construction period.
- An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.

## 5.0 Summary of Identified and Residual Impacts

An overarching framework for the impact assessment has been developed as outlined below.

### 5.1 Identification and Assessment of Baseline components

The term “baseline component” is composed of the physical (such as air, soil, land use, water resources), biological (such as habitats and species) and social environment (such as individuals and communities) that may be affected by the Project and its associated activities.

Sensitivity is the sensitivity of the baseline component to change, including its capacity to accommodate the changes the Projects may bring about.

While defining the sensitivity of the baseline component the following criteria described in table below has been used.<sup>5</sup>

*Table 58: Baseline Component Sensitivity*

Sensitivity Level	Description
High	Low capacity to accommodate the changes the Projects may bring about.
Medium	Medium capacity to accommodate the changes the Projects may bring about.
Low	High capacity to accommodate the changes the Projects may bring about.
Negligible	Very capacity to accommodate the changes the Projects may bring about.

### 5.2 Identification and Definition of Magnitude of Potential Impacts

Potential environmental and social impacts are identified and then assessed by considering their different characteristics to define the magnitude of the impacts.

The criteria used to describe different characteristics of the environmental and social impacts of the Project have been presented in the following table.

*Table 59: Impact Characteristics for the Definition of Magnitude*

Characteristics	Level	Description
Spatial Coverage	Areal	Impacts occurring in the Project Boundary.
	Local	Up to 2 km of the Project boundary. Includes nearby settlement areas
	Regional	Above 2 km Includes several districts and beyond up to national boundaries.
Temporal Coverage	Short term	Less than 2 years
	Medium term	Up to 5 years
	Long term	Beyond 5 years and irreversible
Intensity	Low intensity	Changes can be adapted by the baseline components
	Medium intensity	Changes result in exceedance of the natural capability of baseline components to adapt change and result in damage to the environmental and socioeconomic components.
	High intensity	Changes result in major disturbance to environmental/socioeconomic components and ecosystems.
Type	Negative/Adverse	Impacts that need to be mitigated
	Positive	Impacts that could be enhanced

<sup>5</sup> [https://ec.europa.eu/environment/eia/pdf/EIA\\_guidance\\_EIA\\_report\\_final.pdf](https://ec.europa.eu/environment/eia/pdf/EIA_guidance_EIA_report_final.pdf)

For assessing the overall magnitude of the impact based on the aforementioned evaluation criteria, the following matrix has been developed in table below for the definition of the impact magnitude.

**Table 60: Prediction of Magnitude of Impact**

Spatial Coverage	Temporal Coverage	Intensity	Magnitude of Impact	
Areal	Short term	Low	Negligible	Negligible
	Medium term	Low	Low	Low
	Long term	Low		
	Short term	Medium		
	Medium term	Medium		
	Long term	Medium		
	Short term	High	Medium	Medium
Local	Short term	Low	Low	Low
	Medium term	Low		
	Long term	Low		
	Short term	Medium	Medium	Medium
	Medium term	Medium		
	Long term	Medium		
Regional	Short term	low	Medium	Medium
		Medium		
	Medium term	low		
		Medium		
	Long term	low		
		Medium		
Areal	Medium term	High	high	High
	Long term			
Local	Short term			
	Medium term			
	Long term			
Regional	Short term			
	Medium term			
	Long term			

### 5.3 Significance of Impacts

Common criteria used to evaluate significance include<sup>6</sup>:

- The magnitude of the predicted effect and
- The sensitivity of the receiving environment/baseline components.

Below table is produced for defining the significance of the impact considering various levels of magnitude of impact and sensitivity of baseline component.

**Table 61: Predicting Significance of Impacts**

Sensitivity of Baseline Component	Magnitude of Impact			
	High	Medium	Low	Negligible
High	Major	Major	Medium	Minor
Medium	Major	Medium	Minor	Negligible
Low	Medium	Minor	Minor	Negligible

<sup>6</sup> [https://ec.europa.eu/environment/eia/pdf/EIA\\_guidance\\_EIA\\_report\\_final.pdf](https://ec.europa.eu/environment/eia/pdf/EIA_guidance_EIA_report_final.pdf)

Sensitivity of Baseline Component	Magnitude of Impact			
	High	Medium	Low	Negligible
Negligible	Low	Negligible	Negligible	Negligible

#### 5.4 Significance of Residual Impacts

After impact significance assessment, mitigation measures are determined for each adverse impact. Afterwards, magnitude and significance of residual impacts is determined using the same methodology, where residual impacts can be defined as any impact that would remain after implementation of the proposed mitigation measures.

The applied mitigation measures are expected to result in “Minor” or “Negligible” residual impacts.

CONSTRUCTION PHASE

Table 62: Summary of Identified and Residual Impacts during Construction

#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
1	Economic Impact	Recruitment of construction workers and employees	Local communities	Increase in local employment and contribution to local economy and welfare if the company/employees are recruited from Mersin.	Land preparation and construction	Low	Local, Regional, and beyond	Medium Term	Low intensity	Positive	Low/Medium	Minor	MIP will ensure the employees from Mersin will be prioritized in its contract with the EPC Contractor and its subs	Negligible	Local	Medium term	Negligible	Positive	Low	Negligible
2	Economic Impact	Construction activities	Tour boats (currently about 4 boats) and fishing restaurants	Possible reduction in the number of passengers taking tour boats and customers using the restaurant boats in Çamlıbel Fishery and cafes in the Atatürk Park due to nuisances from construction activities.	Land preparation and construction	Medium (due to already reduced numbers because of the pandemic)	Local	Medium Term	Medium intensity	Negative	Medium	Medium	<p>The tour boat operators will be consulted by MIP during the course of the Project for information exchange on project schedule, project potential impact and mitigation measures.</p> <p>Stakeholder Engagement Plan will be prepared and operationalized to address the feedback and concerns raised by the civil society stakeholders especially focusing on the economic actors.</p> <p>MIP will ensure communication channels are in place with stakeholders for possibilities of arranging construction schedule and construction works in accordance with planned social gathering activities in Atatürk Park and Congress Hall.</p> <p>In line with Project SEP, a consultation process to inform mitigations and working arrangements.</p> <p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism periodically. See Social Management Monitoring Plan.</p> <p>Any impacts on livelihood will be monitored and compensation measures or restorative actions will be developed.</p> <p>Livelihood Restoration Plan for addressing the temporary livelihood impacts on tour boats and restaurant boat owners.</p> <p>A consultation process to inform mitigations and working arrangements among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses that make a living from the sea and use the sea area between fishing port will take place to ensure (a) the latter's operations income will not be affected by the construction, and (b) high number of passengers during major holidays or weekends are not affected by the noisy activities.</p>	Low	Local	Medium term	Negligible / Low	Negative	Low	Minor
3	Economic Impact	Construction activities	Street (Park) Vendors	Reduction in the number of Atatürk Park visitors, users and potential customers for the street vendors and kiosk owners due to adverse effects of the construction (sea view constraints etc.).	Land preparation and construction	Medium / High	Local	Medium term	Medium	Negative	Medium	Medium	<p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this; MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.</p> <p>Any impacts on livelihood will be monitored and compensation measures or restorative actions will be developed.</p>	Low	Local	Medium	Low	Negative	Low	Minor



#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
4	Labor and Working conditions	Construction activities	Construction Female Workers / Employees	Increased GBVH concerns	Land preparation and construction	Low/medium	Areal	Medium	Low/Medium	Negative	Low	Minor	MIP will contractually require all contractors and subcontractors to adopt a sexual harassment policy and to communicate this to their employees into the tender contract for EPC and subcontractor. MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and managers on how to respond to incidents of sexual harassment MIP will update their grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual harassment in the workplace. MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.	Low	Areal	Medium	Medium	Negative	Negligible	Minor
5	Health and Safety	Construction activities	Construction Workers / Employees	Capacity constraints for health services are not clear given the number of subcontractors and contract workers are not decided yet.	Land preparation and construction	Low/medium	Areal	Medium	Low/Medium	Negative	Low	Minor	MIP and subcontractors will take the necessary safety, health, and environmental measures during construction of the project for the workers that will be enshrined in the contract as per EPC Contractor's and MIP's provisions. MIP's own occupational health and safety department will work in coordination with the subcontractor occupational health and safety departments that will come during the construction phase and expand their clinic's capacity accordingly. EPC Contractor and sub-contractor will prepare relevant sub management plans (i.e. Occupational /H&S Management Plan) in line with Project EIA and SIA to regulate health related risks during construction. Necessary personal protective equipment and job specific trainings shall be given to the workers regularly.	Low	Areal	Medium	Medium	Negative	Negligible	Minor
6	Community Health and Safety	Construction Activities	Local Communities	The negative impact of the quarry operations on the highlands, roads, and community village life due to construction activity, transportation, noise (digging, breaking and drilling), nature scene and local economic activity.	Construction	Medium / High	Local, Regional, and beyond	Medium	Medium/High	Negative	Medium/High	Major/ Medium	The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. MIP will monitor its external grievance mechanism internal periodically. MIP will establish a Project Information Desk / Kiosk in the Park. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP. MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy. MIP will require the EPC contractor and its subs to commit to use quarries which are already in operation in compliance with national requirements and with no significant impacts to local communities and will not supply filling material from new quarries. The quarry will be decided immediately with the subcontractor and the information will be shared with the public. The EPC contractor will require the subcontractor to proceed the quarry operations with due diligence. TMIP will be used to mitigate impacts of transporting materials to and from the quarry especially trying to avoid sensitive receptors such as schools/hospitals/etc. when designing the transportation route.	Low	Areal, Local	Medium	Low	Negative	Low	Minor
7	Community Health and Safety	Construction Activities	Local Communities	Project related accidents in the transportation of filling and dredging materials.	Construction	Medium / High	Local, Regional, and beyond	Medium	Medium/High	Negative	Medium/High	Major/ Medium	Safety procedures inside and around the port and on the roads and highways carrying materials will be planned and operationalized with the relevant stakeholders. MIP will inform public and other stakeholders prior to construction on the time schedule of planned civil works. The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern.	Low	Areal, Local	Medium	Low	Negative	Low	Minor
8	Community Health and Safety	Construction activities	Local Communities	Difficulties regarding receiving and processing health and safety complaints can be experienced.	Construction	Medium / High	Local, Regional	Medium	Medium/High	negative	Medium/High	Major/ Medium	The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern. MIP will monitor its external grievance mechanism internal periodically.	Low	Areal, Local	Medium	Low	Negative	Low	Minor



#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
9	Infrastructure and Quality of Life	Traffic	Local communities	Ever increasing traffic problem due to construction trucks and other vehicles.	Land preparation and construction	High	Local, regional	Medium	High	negative	High	Major	MIP will discuss the Gate Project with the relevant public and social stakeholders and operationalize the Project during the construction.	Medium	Local, Regional	Medium	Medium	Negative	Medium	Medium
10	Infrastructure and Quality of Life	Transportation of the filling material	Local communities	Since it is not clear which quarry will be used for the filling material, the possible adverse traffic impact that the trucks carrying the filling material may cause in the port, outside the port, in village roads and in the city cannot be predicted.	Land preparation and construction	Medium	Local, regional	Medium	Medium/High	negative	Medium/High	Medium/ Major	MIP will oversee the EPC Contractor to determine the mode of transportation and the locations of the quarries to be used for via land as soon as possible, calculate the traffic load it will create and cooperate with the traffic authorities to take the necessary precautions. MIP will oversee The EPC Contractor and its subcontractors' Traffic Management Plans to ensure to mitigate the traffic impacts.	Low	Local, Regional	Medium	Medium	Negative	Medium	Minor
11	Cultural Heritage	Construction activities	Atatürk Park, its users, street vendors, fisherman, tour boats.	The use of Atatürk Park and Congress Hall for cultural activities during the construction will be adversely impacted because of nuisances created by construction works.	Land preparation and construction	Medium	Local, regional	Medium	Medium / High	Negative	Medium/High	Major/ Medium	The Project will not create physical disturbance to Atatürk Park. MIP will establish and monitor periodically an external grievance mechanism. MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP. Given high level of public resentment towards the Project, MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction and operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups. MIP will communicate the construction schedule with the organizers of the social and cultural events in the Park and Congress Hall to eliminate overlapping of the events with the highly disturbing construction works as practicable as possible. An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed to coordinate the cultural activities in the park and Congress Hall with the construction works.	Low/ medium	Local, Regional	Medium	Low/Medium	Negative	Low/Medium	Minor
12	Visual Impact	Construction Activities	People using the Atatürk Park and surroundings	Observed turbidity at the sea water as a result of dredging activities. Construction machinery to be in the scenery for the people visiting Atatürk Park. Decreased number of visitors in Atatürk Park	Construction	High	Areal	Short	High	Negative	Medium	Major	MIP will establish and monitor periodically an external grievance mechanism. , MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP. MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.	High	Areal	Short	Medium	Negative	Low	Medium
13	Vulnerable Groups	Construction activities	Economically vulnerable groups	Possible economic impact in terms of employment opportunities for the unemployed and low- income households	Land preparation and construction	Low	Local, Regional, and beyond	Medium	Low intensity	Positive	Low	Minor	MIP will ensure the employees from Mersin will be prioritized in its contract with the EPC Contractor and its subs	Low/ Negligible	Local, regional	Medium	Negligible / Low	Positive	Low	Low/ Negligible
14	Vulnerable Groups	Construction activities	Vulnerable groups in the Area of Influence	Reduction in quality of life because of negative impacts such as constraints related to the construction nuisance for the Park users on vulnerable communities who use the Park more frequently for recreational purposes with no financial burden.	Land preparation and construction	Medium	Local, regional	Medium	Medium/High	Negative	Medium/High	Major/ medium	MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people. An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.	Low	Local, regional	Medium	Low	negative	Low	Minor



#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
15	Social Conflicts and Tensions	Construction activities and possible spillover effects in the Park and associated facilities.	Local community, Stakeholders	Opposition in the society against the Project exacerbating social conflicts and tension.	Construction	High	Local, regional	Medium	High	negative	High	Major	<p>MIP will operationalize the Stakeholder Engagement Plan.</p> <p>MIP will open new communication channels with the stakeholders including the opposing ones to rebuild the trust at different levels via presentation of evidence-based materials and an open-door policy.</p> <p>MIP will establish a few community liaisons desks within Mersin and a direct telephone line for community to ask questions and register their questions as well as their grievances.</p> <p>MIP will ensure a robust external grievance mechanism including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.</p>	Medium/Low	Local, Regional	Medium	Low/Medium	negative	Medium/Low	Minor/Medium

OPERATION PHASE

Table 63: Summary of Identified and Residual Impacts during Operation

#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
1	Economic Impact	Recruitment of workers for the operation	Local communities	The selection of employees from Mersin province will lead to increased local employment and contribute to the local economy.	Operation	Low/Negligible (depending on the realization of recruitment from the local community than elsewhere)	Local, Regional	Long Term	Low intensity	Positive	Low/Medium	Minor / Negligible	To materialize this positive impact; MIP will develop and implement a Local Labour and Employment Plan, the relations between the public and MIP can be positively affected given its impact on local welfare.	Negligible	Local	Medium term	Negligible	Positive	Low	Negligible
2	Economic Impact	Operation (longer pier, more containers)	Tour boats (t 4 boats), Street vendors, Park users	Atatürk Park may be less visited due to possible impact (i.e. sea view constraints) therefore street vendors and kiosk owners are affected economically	Operation	High	Local	Long Term	Medium intensity	Negative	High	Major	The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. MIP will monitor its external grievance mechanism periodically. See Social Management Monitoring Plan. MIP will establish a Project Information Desk / Kiosk in the Park. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP. MIP will review its commitment for the construction period to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups. A consultation process to inform mitigations and working arrangements among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses that make a living from the sea and use the sea area between fishing port will take place to ensure (a) the latter's operations income will not be affected by the construction, and (b) high number of passengers during major holidays or weekends are not affected by the noisy activities.	Low/Medium	Local	Long Term	Negligible/ Low	Positive and Negative	Low	Minor
3	Economic Impact	Operation	Mersin and its residents	The public perception on the possible delay or cancellation of the large-scale container port in the Turkish States' 10 <sup>th</sup> and 11 <sup>th</sup> Development Plan associated with the lack of competition for the port prices.	Operation	Medium	Local, Regional	Long Term	High	Negative	High	Major	MIP will hold meetings with the local governments and inform the public that their current operations and the Project is not hampering factor for this bigger investment. MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.	Medium	Local, Regional	Long Term	High	Negative	High	Major
4	Economic Impact	Expansion of the Port with Increased Operations Capacity	Community, Stakeholders, Local and Regional Businesses	Increase in the total handling capacity of the current port. International and regional competitive trade advantage. Direct and indirect employment opportunities. Improvement of the logistic sector. Reduced waiting time for the agricultural products at the Port. Contribution to economy of Turkey and Mersin.	Operation	High / Medium	Local, Regional	Long Term	High	Positive	High	Major	MIP will ensure to communicate the beneficial aspects of the Project via evidence-based material to the community.	Medium	Local, Regional	Long Term	High	Positive	Major	Major



#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
5	Labor and Working Conditions	Operation	Current and Future female Employees	Possibility of increased gender-based violence due to an increase in the number of employees	Operation	Low/medium	Areal	Medium	Low/Medium	Negative	Low	Minor	MIP will revise the disciplinary code in accordance with PR/PS2 and 4 including health and safety rules, non-discrimination and equal opportunity, prohibition of sexual harassment etc. MIP will develop and implement a sexual harassment policy and provide induction training on the sexual harassment policy for all employees and contractors. MIP will ensure women's representation in the union structure. MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and managers on how to respond to incidents of sexual harassment. MIP will update the grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual harassment in the workplace. MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.	Low	Areal	Medium	Medium	Negative	Negligible	Minor
6	Healthcare Services	Operation	Current and Future Employees	Capacity constraints may occur within the current MIP health center as the number of personnel to work in the operation will increase by about 16 percent (500 more employees).	Operation	Medium	Areal	Long term	Medium	Negative	Low	Minor	MIP will make sure that the infirmary capacity and health personnel will meet the future employment by making the necessary projections and additions.	Low	Areal	Long Term	Negligible/Low	negative	Low	Minor / Negligible
7	Healthcare Services	Operation	Current and Future Employees	Insufficient number of first aiders according to Turkish legislation	Operation	Low	Local	Long term	Low	Negative	Low	Minor	Additional first aiders and training to be in place for the additional employees in operation as required by Turkish legislation because even the current number of first aiders does not meet the value as per Legislation.	Low	Local	Short	Low	Positive	Low	Minor
8	Community Health and Safety	Operation	Communities	Potential noise impacts at the surroundings especially from staking	Operation	Medium / High	Local, Regional	Medium	Medium/High	negative	Medium/High	Major/Medium	The ambient noise levels will be monitored during operation phase of the project. The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern. MIP will monitor its external grievance mechanism internal periodically.	Low	Areal, Local	Medium	Low	negative	Low	Minor
9	Infrastructure and Quality of Life	Operation of the Port with extended capacity	Community, businesses, MIP	Ever increasing traffic problem due to more trucks involved in loading and unloading.	Operation	High	Local, Regional	Long Term	High	negative	High	Major	MIP will discuss the Gate Project will be discussed with the relevant public and social stakeholders and operationalize the Project during the operation	Medium/Low	Local, Regional	Long term	Medium / Low	Negative	Medium	Minor / Medium
10	Visual Impact	Operation of the Port with extended capacity	People using the Atatürk Park	Decreased number of visitors in Atatürk Park	Operation	High	Areal	Long Term	High	negative	High	Major	MIP will establish and monitor periodically an external grievance mechanism. MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP. MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.	High	Areal	Long term	Medium	negative	Low	Medium



#	Component	Project Actions Which Create Impact	Receptor	Project Impact	Project Phase	Baseline Sensitivity of the Component	Impact Magnitude Assessment					Impact Significance	Mitigation Measures	Baseline Sensitivity of the Component	Magnitude of Residual Impact					Impact Significance
							Spatial	Temporal	Intensity	Type	Magnitude				Spatial	Temporal	Intensity	Type	Magnitude	
11	Vulnerable Groups	Extended operation (Disruption of the sea view)	Vulnerable groups	Reduction in quality of life because of negative impacts such as constraints related to the sea view for the Park users on vulnerable communities who use the Park frequently.	Operation	Medium / High	Local / Regional	Long term	Medium / High	negative	Medium / High	Major / Medium	MIP will review its commitment for the construction period to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups. MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people. MIP will offer activities and facilities to attract vulnerable people (i.e. unemployed young people, retired/ elderly people, school children, women, disabled populations, migrants) from especially the lower income households of the Akdeniz District who are the most frequent users of the park such as digital billboards, interactive screens, bike racks, seats, water fountains, streetlights, playgrounds, and open air library. MIP will provide smart city solutions by offering multifunctional digital booths to inform the public about its operations and facilitate access to internet, phone etc.	Low / Negligible	Local, Regional	Long term	Low intensity / negligible	negative	Low / Medium	Negligible
12	Social Conflicts and Tensions	Operation	Communities, Stakeholders	opposition in the society against the Project exacerbating social conflicts and tension.	Operation	High	Local, Regional	Long Term	Medium / High	negative	Medium / High	Major / Medium	MIP will operationalize the Stakeholder Engagement Plan. MIP will open new communication channels with the stakeholders including the opposing ones to rebuild the trust at different levels via presentation of evidence-based materials and an open-door policy. MIP will establish a few community liaisons desks within Mersin and a direct telephone line for community to ask questions and register their questions as well as their grievances. MIP will ensure a robust external grievance mechanism including all layers of grievance collection, record/processing, timely resolution, and feedback. MIP will monitor its external grievance mechanism internal periodically. MIP will establish a Project Information Desk / Kiosk in the Park. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP. MIP will review its commitment for the construction period to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups. MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy. An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.	Low / Negligible	Local, Regional	Long term	Low intensity / negligible	negative	Low / Medium	Negligible

## 6.0 Social Management Plan

### 6.1 Timeline

The Social Management Plan (SMP) has been prepared for the construction and operation phase of the Project based on the social issues identified during the SIA. Construction phase is expected to take around 3 years and operation phase is planned for 22 years, as stated before. The relevant construction period social management action items are included into Project's Construction Environmental and Social Management Plan ("CESMP") to be implemented by the Construction Contractor throughout the construction period.

### 6.2 Community/Stakeholder Engagement Approach and Engagement Activities Up to Date

The EBRD's and IFC's policies view stakeholder engagement as central to building strong, constructive, and responsive relationships which are essential for the successful management of a project's environmental and social risks and impacts.

Stakeholder engagement is an inclusive and on-going process which is most effective when initiated at an early stage of the project and is an integral part of the assessment, management and monitoring of environmental and social risks and impacts of the project.

Stakeholder engagement will begin as early as possible in the project development and will continue throughout the project life cycle. The nature and frequency of stakeholder engagement at all phases of the project development will be proportionate to the nature and scale of the project, its potential adverse environmental or social risks and impacts and the level of stakeholder interest. Engaging stakeholders during, and especially at the beginning of, the project will help reduce and uncover risks. When stakeholders are adequately engaged, their influence spreads far and wide. Ensuring stakeholder engagement is also an effective way to see if identified mitigation measures are being implemented during the Project.

A Stakeholder Engagement Plan has been prepared for this Project and presented as part of the SIP. All engagement activities will be carried out the lifetime of the Project in line with SEP. The SEP is a living document and shall be updated and revised to incorporate any changes that may be beneficial while engaging with stakeholders.

MIP conducted 40 meetings with 33 stakeholders between February 2021 - January 2022; including Mersin Governor, 2 experts from Mersin Metropolitan Municipality, Mayor and Deputy Mayor of Akdeniz Municipality and Mayor of Mezitli Municipality, 4 public institutions, 10 NGOs, 4 embassy, 2 political parties, 5 business enterprises, 1 journalist from press, 2 sports club and 2 courtesy visits to Mersin Metropolitan Municipality Press and Public Relations Department and Ankara CHP. MIP also held 9 stakeholder engagement activities. Disclosure brochures on EMH 2 Project were distributed 4 mukhtars of Üç Ocak, Cami Şerif, Kültür and Yenimahalle Neighbourhoods on September 9th, 2021.

In 2022, MIP communicated with 62 external stakeholders and took part in a total of 24 events. Activities included organizing music festivals, street festivals, beach clean-ups, attending award nights, visits to mukhtars' offices, and information activities about project activities.

Activities were carried out with 11 different business enterprises, 10 different embassies, 5 public institutions (Governorship, Port Authority, etc.), 8 NGOs (Lisev, Kızılay, Turmepa, etc.), 1 NGO/Association (Mersin Chamber of Commerce and Industry), 7 universities (Mersin, Atılım, Çağ, Tarsus, Niğde, Gaziantep). Activities were carried out 5 times with district municipalities (Akdeniz and Mezitli), 2 times with tour boat owners, 2 times with international organizations (UN, EBRD, IFC), 1 time with metropolitan municipality (Adana), 9 times with NGO/Associations (MUSIAD, ÇUGIDER, TURKONFED, TUSIAD, etc.).

By the end of May 2023, 24 external stakeholders were communicated with and a total of 6 events were organized. The events included the promotion of The Gate Project, support for earthquake relief ships, etc.

Meetings were held with 3 business enterprises, 1 district municipality (Mezitli), 1 embassy (Egypt), 1 impacted community group (boat owners), 2 ministers (Energy and Foreign Affairs), mukhtars (Camişerif, Kültür and 3 Ocak), 5 NGO/Association (MUSIAD, TUSIAD, etc), 5 NGO/Chamber (MTSO members), 1 political party, 1 public institution (governorship) and 1 university (Mersin).

The tables containing the details of these meetings can be found in Appendix 4 of the Stakeholder Engagement Plan of the Project.

### 6.3 Institutional Arrangements for SIA Implementation

Institutional arrangements are the policies, systems, and processes that organizations use to legislate, plan and manage their activities efficiently and to effectively coordinate with others in order to fulfill their mandate.

The roles and responsibilities in relation to the implementation of this plan are presented in the following table.

**Table 64: Roles and Responsibilities**

Roles of MIP Team	Responsibilities
General Manager	<ul style="list-style-type: none"> <li>▪ To approve this Plan and allocation of the resources required for implementation of this Plan</li> <li>▪ To assign required number of personnel and resources required for implementation</li> <li>▪ To take appropriate actions to address major Non-Conformities, based on audit and monitoring reports</li> </ul>
Corporate Communication Department	<ul style="list-style-type: none"> <li>▪ To record all internal and external complaints / suggestions (by whom, date, status, open, pending, closed etc.) in the Grievance Log/Database</li> <li>▪ To communicate with Department Head of Environmental Control and Protection for evaluation of the complaints / suggestions</li> <li>▪ To provide feedback to stakeholders in 30 days after receiving complaints / suggestions</li> <li>▪ To coordinate media relations to ensure transparent communication with local and national press and other media institutions through appropriate means as such press statements, meetings</li> <li>▪ To prepare of annual communication strategy</li> <li>▪ To act as a community liaison officer as the focal point for community concerns and will be conducting reach out activities</li> </ul>
Corporate Communication Officer	<ul style="list-style-type: none"> <li>▪ To ensure that SEP is up to date and appropriate to the nature and scale of the Project</li> <li>▪ To communicate with Corporate Communication Department for evaluation of the complaints / suggestions</li> <li>▪ To make SEP available to employees of MIP, construction constructor and sub-contractors</li> <li>▪ To ensure that this Management Plan is implemented effectively by employees of MIP, construction constructor and sub-contractors</li> <li>▪ To ensure that SEP meets requirements of applicable legal requirements, commitments and standards</li> <li>▪ To ensure that action/measures related to stakeholder engagement directly under MIP responsibilities are carried out timely and adequately</li> <li>▪ To control effectiveness of SEP and performance of the construction constructor and sub-contractors through monitoring activities and external audits at the construction site</li> <li>▪ To collect, organize and review monitoring data and performance monitoring reports provided by the construction constructor and sub-contractors</li> <li>▪ To report all non-compliances and accidents/incidents related to SEP and implementation of approved corrective</li> <li>▪ To ensure grievance mechanism trainings is provided by HSE department to the construction constructor and sub-contractors, collect training record provided by the construction constructor and sub-contractors and review them</li> <li>▪ Presenting KPIs to General Manager along with monthly reports</li> </ul>
HSE Officer of MIP (dedicated for the Project)	<ul style="list-style-type: none"> <li>▪ To make SMP available to construction constructor and sub-contractors</li> <li>▪ To control effectiveness of OHS/CESMP/SMP/LRF/LRP and performance of the social mitigation measures through periodic inspections, monitoring activities and external audits at the construction site</li> <li>▪ To collect, organize and review monitoring data and performance monitoring reports provided by MIP project team</li> </ul>

The EPC contractor and subcontractors	<ul style="list-style-type: none"><li>▪ They are not allowed to implement engagement activities directly but have to collaborate with MIP within the framework of this Plan and liaise regularly to discuss status of activities and on emerging issues that should be included in engagement activities.</li></ul>
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The detailed Social Management Plan is given below.

Table 65: Social Management Plan

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
<b>Construction Phase</b>							
1	Economic Impact	Increase in local employment and contribution to local economy and welfare if the company/employees are recruited from Mersin.	Land preparation and construction	MIP will ensure the employees from Mersin will be prioritized in its contract with the EPC Contractor and its subs	MIP Units dealing with recruitment and subcontractors, and purchase	<ul style="list-style-type: none"> <li>• Number of local employees/workers and number of total employees/workers</li> <li>• Services purchased locally and total services purchased</li> </ul>	<ul style="list-style-type: none"> <li>• Local Labour and Employment Plan</li> <li>• Subcontractor Management Procedure</li> <li>• Purchasing procedures</li> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> </ul>
2	Economic Impact	Possible reduction in the number of passengers taking tour boats and customers using the restaurant boats in Çamlıbel Fishery and cafes in the Atatürk Park due to nuisances from construction activities.	Land preparation and construction	<p>The tour boat operators will be consulted by MIP during the course of the Project for information exchange on project schedule, project potential impact and mitigation measures.</p> <p>Stakeholder Engagement Plan will be prepared and operationalized to address the feedback and concerns raised by the civil society stakeholders especially focusing on the economic actors.</p> <ul style="list-style-type: none"> <li>• MIP will ensure communication channels are in place with stakeholders for possibilities of arranging construction schedule and construction works in accordance with planned social gathering activities in Atatürk Park and Congress Hall.</li> </ul> <p>In line with Project SEP, a consultation process to inform</p>	MIP Corporate Communication Department	<ul style="list-style-type: none"> <li>• Number of complaints about this</li> <li>• Grievance log system</li> <li>• Evidence of the consultation process among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Stakeholder Engagement Plan</li> <li>• Livelihood Restoration Plan</li> <li>• Community Investment Strategy</li> </ul>



#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>mitigations and working arrangements.</p> <p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism periodically. See Social Management Monitoring Plan.</p> <p>Any impacts on livelihood will be monitored and compensation measures or restorative actions will be developed.</p> <p>Livelihood Restoration Plan for addressing the temporary livelihood impacts on tour boats and restaurant boat owners.</p> <p>A consultation process to inform mitigations and working arrangements among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses that make a living from the sea and use the sea area between fishing port will take place to ensure (a) the latter's operations income will not be affected by the construction, and (b) high number of passengers during major holidays or weekends</p>			

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				are not affected by the noisy activities.			
3	Economic Impact	Reduction in the number of Atatürk Park visitors, users and potential customers for the street vendors and kiosk owners due to adverse effects of the construction (sea view constraints etc.).	Land preparation and construction	<p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this; MIP will devise and execute social projects to enhance the use and</p>	MIP Corporate Communication Department	<ul style="list-style-type: none"> <li>• Number of complaints about this</li> <li>• Grievance log system</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> <li>• Social projects for the vulnerable groups, especially for the safe use of the Park by women, children, disabled and elderly people and immigrant youth</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> <li>• Livelihood Restoration Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>accessibility of the park with a particular focus on vulnerable groups for the construction phase.</p> <p>Any impacts on livelihood will be monitored and compensation measures or restorative actions will be developed.</p>			
4	Labor and Working conditions	Increased GBVH concerns	Land preparation and construction	<p>MIP will contractually require all contractors and subcontractors to adopt a sexual harassment policy and to communicate this to their employees into the tender contract for EPC and subcontractor.</p> <p>MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and managers on how to respond to incidents of sexual harassment</p> <p>MIP will update their grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual harassment in the workplace</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Number of complaints about this</li> <li>• Grievance log system</li> <li>• Training Records</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Tender contract for EPC and subcontractor</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.			
5	Healthcare Services	Capacity constraints for health services are not clear given the number of subcontractors and contract workers are not decided yet.	Land preparation and construction	<p>MIP and subcontractors will take the necessary safety, health, and environmental measures during construction of the project for the workers that will be enshrined in the contract as per EPC Contractor's and MIP's provisions. MIP's own occupational health and safety department will work in coordination with the subcontractor occupational health and safety departments that will come during the construction phase and expand their clinic's capacity accordingly.</p> <p>EPC Contractor and sub-contractor will prepare relevant sub management plans (i.e. Occupational /H&amp;S Management Plan) in line with Project EIA and SIA to regulate health related risks during construction</p> <p>Necessary personal protective equipment and job specific trainings shall be given to the workers regularly.</p>	MIP Units dealing with recruitment and subcontractors  Corporate Communication Department	<ul style="list-style-type: none"> <li>• Number of contract workers</li> <li>• Capacity Projections for the health services in the Port</li> <li>• Evidence that HSE procedures of MIP and subcontractors involve these issues</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Subcontractor Management Procedure</li> <li>• HSE Procedures of MIP and subcontractors</li> </ul>
6	Community Health and Safety	The negative impact of the quarry operations on the	Construction	The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all	MIP Project Team	<ul style="list-style-type: none"> <li>• Number of complaints about this</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> </ul>



#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
		highlands, roads, and community village life due to construction activity, transportation, noise (digging, breaking and drilling), nature scene and local economic activity.		<p>layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p> <p>MIP will require the EPC contractor and its subs to commit to use quarries which are already in operation in compliance with national requirements and with no significant impacts to local communities and will not supply filling material from new quarries.</p> <p>The quarry will be decided immediately with the</p>		<ul style="list-style-type: none"> <li>• Grievance log system</li> <li>• Name, licenses and location of the quarry to be used</li> <li>• Transportation route of the trucks to transport material from the quarry</li> <li>• Evidence that the information on the mentioned quarry is shared with the public</li> </ul>	<ul style="list-style-type: none"> <li>• Subcontractor Management Procedure</li> <li>• Traffic Management Plan</li> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>subcontractor and the information will be shared with the public.</p> <p>The EPC contractor will require the subcontractor to proceed the quarry operations with due diligence.</p> <p>TMP will be used to mitigate impacts of transporting materials to and from the quarry especially trying to avoid sensitive receptors such as schools/hospitals/etc. when designing the transportation route.</p>			
7	Community Health and Safety	Project related accidents in the transportation of filling and dredging materials.	Construction	<p>Safety procedures inside and around the port and on the roads and highways carrying materials will be planned and operationalized with the relevant stakeholders.</p> <p>MIP will inform public and other stakeholders prior to construction on the time schedule of planned civil works.</p> <p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason,</p>	MIP Project Team	<ul style="list-style-type: none"> <li>• Safety procedures inside and around the port and on the roads and highways carrying materials</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic Management Plan</li> <li>• HSE Procedures</li> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern.			
9	Infrastructure and Quality of Life	Ever increasing traffic problem due to construction trucks and other vehicles.	Land preparation and construction	MIP will discuss the Gate Project with the relevant public and social stakeholders and operationalize the Project during the construction.	MIP Project Team	<ul style="list-style-type: none"> <li>• Documents of the Gate Project</li> </ul>	<ul style="list-style-type: none"> <li>• Gate Project</li> <li>• Traffic Management Plan</li> </ul>
10	Infrastructure and Quality of Life	Since it is not clear which quarry will be used for the filling material, the possible adverse traffic impact that the trucks carrying the filling material may cause in the port, outside the port, in village roads and in the city cannot be predicted.	Land preparation and construction	<p>MIP will oversee the EPC Contractor to determine the mode of transportation and the locations of the quarries to be used for via land as soon as possible, calculate the traffic load it will create and cooperate with the traffic authorities to take the necessary precautions.</p> <p>MIP will oversee The EPC Contractor and its subcontractors' Traffic Management Plans to ensure to mitigate the traffic impacts</p>	MIP Project Team	<ul style="list-style-type: none"> <li>• Name, licenses and location of the quarry to be used</li> <li>• Transportation route of the trucks to transport material from the quarry</li> <li>• Traffic Load Calculation</li> </ul>	<ul style="list-style-type: none"> <li>• Subcontractor Management Procedure</li> <li>• Traffic Management Plans</li> </ul>
11	Cultural Heritage	The use of Atatürk Park and Congress Hall for cultural activities during the construction will be adversely impacted because of nuisances created	Land preparation and construction	<p>The Project will not create physical disturbance to Atatürk Park.</p> <p>MIP will establish and monitor periodically an external grievance mechanism.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Existence of Strategic Communication Plan</li> <li>• A team of professionals for the Strategic Communication Plan</li> <li>• Press release / meeting in cooperation with the local authorities for Atatürk Park issue</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> <li>• Livelihood Restoration Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
		by construction works.		<p>information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them.</p> <p>Given high level of public resentment towards the Project, MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction and operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.</p> <p>MIP will communicate the construction schedule with the organizers of the social and cultural events in the Park and Congress Hall to eliminate overlapping of the events with the highly disturbing construction works as practicable as possible.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed to coordinate the cultural</p>		<ul style="list-style-type: none"> <li>• Simulation of the sea view from the Park with the expanded port and potential number of containers on a usual day</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> </ul>	

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				activities in the park and Congress Hall with the construction works.			
12	Visual Impact	<p>Observed turbidity at the sea water as a result of dredging activities</p> <p>Construction machinery to be in the scenery for the people visiting Atatürk Park</p> <p>Decreased number of visitors in Atatürk Park</p>	construction	<p>MIP will establish and monitor periodically an external grievance mechanism.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Existence of Strategic Communication Plan</li> <li>• A team of professionals for the Strategic Communication Plan</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> <li>• Grievance Mechanism</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> <li>• Livelihood Restoration Plan</li> </ul>
13	Vulnerable Groups	Possible economic impact in terms of employment opportunities for the unemployed and low- income households	Land preparation and construction	MIP will ensure the employees from Mersin will be prioritized in its contract with the EPC Contractor and its subs	MIP Units dealing with recruitment and subcontractors	<ul style="list-style-type: none"> <li>• Number of local employees/workers and number of total employees/workers</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Subcontractor Management Procedure</li> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
14	Vulnerable Groups	Reduction in quality of life because of negative impacts such as constraints related to the construction nuisance for the Park users on vulnerable communities who use the Park more frequently for recreational purposes with no financial burden.	Land preparation and construction	<p>MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Social projects for the vulnerable groups, especially for the safe use of the Park by women, children, disabled and elderly people and immigrant youth</li> <li>• List of the activities and facilities to attract vulnerable people (i.e., unemployed young people, retired/ elderly people, school children, women, disabled populations, migrants) from especially the lower income households of the Akdeniz District who are the most frequent users of the park such as digital billboards, interactive screens, bike racks, seats, water fountains, streetlights, playgrounds, and open-air library</li> <li>• Evidence that investments are made into the Atatürk Park and Culture and Convention Center with an aim to integrate the Park and Port in cooperation with the Akdeniz Municipality or other relevant authorities.</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
15	Social Conflicts and Tensions	<p>Opposition in the society against the Project exacerbating social conflicts and tension.</p> <p>Negative public perception of the project.</p>	Construction	<p>MIP will operationalize the Stakeholder Engagement Plan.</p> <p>MIP will open new communication channels with the stakeholders including the opposing ones to rebuild the trust at different levels via presentation of evidence-based materials and an open-door policy.</p> <p>MIP will establish a few community liaisons desks within Mersin and a direct telephone line for community to ask questions and register their questions as well as their grievances.</p> <p>MIP will ensure a robust external grievance mechanism including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Ensure that the SEP is implemented clearly</li> <li>• New communication channels</li> <li>• Location of the community liaisons desks</li> <li>• Direct telephone line for community to ask questions and register their questions as well as their grievances.</li> <li>• Grievance log system</li> <li>• Simulation of the sea view from the Park with the expanded port and potential number of containers on a usual day</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> <li>• Existence of Strategic Communication Plan</li> <li>• A team of professionals for the Strategic Communication Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups for the construction period.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.</p>			
<b>Operation Phase</b>							
1	Economic Impact	The selection of employees from Mersin province will lead to increased local employment and contribute to the local economy.	Operation	To materialize this positive impact; MIP will prepare a Local Labour and Employment Plan, the relations between the public and MIP can be positively affected given its impact on local welfare.	MIP Units dealing with recruitment	<ul style="list-style-type: none"> <li>• Existence of policy of employing locally by Local Labour and Employment Plan</li> <li>• Number of local employees/workers and number of total employees/workers</li> </ul>	<ul style="list-style-type: none"> <li>• Purchasing procedures</li> <li>• Stakeholder Engagement Plan</li> <li>• Local Labour and Employment Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
						<ul style="list-style-type: none"> <li>• Services purchased locally and total services purchased</li> </ul>	
2	Economic Impact	Atatürk Park is less visited due to possible impact (i.e., sea view constraints) therefore street vendors and kiosk owners are affected economically	Operation	<p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism periodically. See Social Management Monitoring Plan.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Number of complaints about this</li> <li>• Grievance log system</li> <li>• Simulation of the sea view from the Park with the expanded port and potential number of containers on a usual day</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> <li>• Social projects for the vulnerable groups, especially for the safe use of the Park by women, children, disabled and elderly people and immigrant youth</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism System</li> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> </ul>



#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>potential inconveniences arising from the operation. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.</p> <p>A consultation process to inform mitigations and working arrangements among the MIP, local authorities in Mersin and Akdeniz District as well as the local businesses that make a living from the sea and use the sea area between fishing port will take place to ensure (a) the latter's operations income will not be affected by the construction, and (b) high number of passengers during major holidays or weekends are not affected by the noisy activities.</p> <p>Any impacts on livelihood will be monitored and compensation measures or restorative actions will be developed</p>			
3	Economic Impact	The public perception on the possible delay or cancellation of the large-scale container port in the Turkish States' 10th and	Operation	MIP will hold meetings with the local governments and inform the public that their current operations and the Project is not hampering factor for this bigger investment.	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Ensure that the SEP is implemented clearly</li> <li>• Minutes of meetings with the local governments</li> <li>• Existence of Strategic Communication Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
		11th Development Plan associated with the lack of competition for the port prices.		MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.		<ul style="list-style-type: none"> <li>A team of professionals for the Strategic Communication Plan</li> </ul>	
4	Economic Impact	Increase in the total handling capacity of the current port International and regional competitive trade advantage Direct and indirect employment opportunities Improvement of the logistic sector Reduced waiting time for the agricultural products at the Port Contribution to economy of Turkey and Mersin	Operation	MIP will ensure to communicate the beneficial aspects of the Project via evidence-based material to the community.	Corporate Communication Department	<ul style="list-style-type: none"> <li>Evidence-based material</li> </ul>	<ul style="list-style-type: none"> <li>Stakeholder Engagement Plan</li> </ul>
5	Labor and Working Conditions	Possibility of increased gender-based violence due to an increase in the number of employees	Operation	MIP will revise the disciplinary code in accordance with PR/PS2 and 4 including health and safety rules, non-discrimination and equal opportunity, prohibition of sexual harassment etc. MIP will develop and implement a sexual harassment policy and provide induction training on the	Corporate Communication Department	<ul style="list-style-type: none"> <li>Number of complaints about this</li> <li>Grievance log system</li> <li>Training Records</li> </ul>	<ul style="list-style-type: none"> <li>Grievance Mechanism</li> <li>GBVH policy and contractor management plan</li> </ul>



#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>sexual harassment policy for all employees and contractors .</p> <p>MIP will ensure women's representation in the union structure.</p> <p>MIP will provide regular training and communications for employees and contractors on understanding sexual harassment in the workplace and for provide training to supervisors and managers on how to respond to incidents of sexual harassment .</p> <p>MIP will update the grievance mechanism to include a confidential grievance mechanism for making anonymous reports of incidents of sexual harassment in the workplace and contractually require all contractors and subcontractors to adopt the same grievance mechanism for reporting incidents of sexual harassment in the workplace .</p> <p>MIP will consult with female employees about their concerns regarding working conditions and occupational health and safety concerns.</p> <p>MIP will explore opportunities for hiring more women in port operations.</p>			
6	Health	Capacity constraints may occur within	Operation	MIP will make sure that the infirmary capacity and health	MIP's HSE Units	<ul style="list-style-type: none"> <li>• Number of contract workers</li> </ul>	<ul style="list-style-type: none"> <li>• HSE Procedures of MIP</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
		the current MIP health center as the number of personnel to work in the operation will increase by about 16 percent (500 more employees).		personnel will meet the future employment by making the necessary projections and additions.		<ul style="list-style-type: none"> <li>Capacity Projections for the health services in the Port</li> </ul>	
7	Health	Insufficient number of first aiders according to Turkish legislation	Operation	Additional first aiders and training to be in place for the additional employees in operation as required by Turkish legislation because even the current number of first aiders does not meet the value as per Legislation.	MIP's HSE Unit	<ul style="list-style-type: none"> <li>First aiders number</li> <li>Training records</li> </ul>	<ul style="list-style-type: none"> <li>HSE Procedures of MIP</li> </ul>
8	Community Health and Safety	Potential noise impacts at the surroundings especially from staking	Operation	<p>The ambient noise levels will be monitored during operation phase of the project.</p> <p>The MIP will ensure a robust external grievance mechanism in line with PR10/PS1 including all layers of grievance collection, record/processing, timely resolution, and feedback. A grievance mechanism with diverse communication means and tools will be established for all kinds of stakeholders including members of local community. For this reason, communication channels will be diversified to enable everyone with different education level to enable logging a grievance or raising a concern.</p>	Project Team	Ambient Noise levels	<ul style="list-style-type: none"> <li>Grievance mechanism Noise Monitoring Plan</li> <li></li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				MIP will monitor its external grievance mechanism internal periodically.			
9	Infrastructure and Quality of Life	Ever increasing traffic problem due to more trucks involved in loading and unloading.	Operation	MIP will discuss the Gate Project with the relevant public and social stakeholders and operationalize the Project during the operation.	MIP Project Team	<ul style="list-style-type: none"> <li>• Documents of the Gate Project</li> </ul>	<ul style="list-style-type: none"> <li>• Gate Project</li> </ul>
10	Cultural Heritage	Concern and resentment by the communities and stakeholders over the loss of cultural and urban identity escalating to damaged relationships with Project and Community.	Operation	<p>MIP will convene the relevant stakeholders (urban planners, architects, engineers, and civil society) multiple times to rethink the Port- City relationship to balance community’s concerns over urban culture to balance its prominent status in the Port business.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p> <p>Given the high level of resentment by the Mersin population on the misconception of the expansion of the Port towards the West – inside the city center, this initiative will start from a small scale including the Atatürk Park and the culture and convention center and possibly expand wider scale to include other parts of Mersin.</p> <p>MIP will communicate with evidence-based information and</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Evidence that relevant stakeholders are consulted multiple times to rethink the Port- City relationship to balance community’s concerns over urban culture to balance its prominent status in the Port business.</li> <li>• Experts assigned to utilize a Port-city collaboration</li> <li>• Evidence that supports are given to the festivals and cultural events in the Atatürk Park and Culture and Convention Center</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>clearly with the community that the give a clear information and assurance that the Park will not be physically impacted during the construction and operation.</p> <p>The Festivals and cultural events in the Atatürk Park and Culture and Convention Center will be revitalized with the support of the MIP and the subject of Port will be integrated into the activities.</p>			
11	Visual Impact	<p>Decreased number of visitors in Atatürk Park</p> <p>Extended berth structure in the scenery for the people visiting Atatürk Park</p> <p>Diminished quality of the sea view for the people visiting Atatürk Park</p>	Operation	<p>MIP will establish and monitor periodically an external grievance mechanism.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park to engage with interested project stakeholders. MIP will prepare digital and print information materials including information on the grievance mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will communicate with the relevant authorities and institutions to support activities and social projects located in the Atatürk Park as part of the Strategic Communication Plan.</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Existence of Strategic Communication Plan</li> <li>• A team of professionals for the Strategic Communication Plan</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> <li>• Grievance Mechanism</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> <li>• Livelihood Restoration Plan</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
12	Vulnerable Groups	Reduction in quality of life because of negative impacts such as constraints related to the sea view for the Park users on vulnerable communities who use the Park frequently.	Operation	<p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the operation. For this; MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.</p> <p>MIP will initiate and support projects in cooperation with the local governments with the vulnerable groups, especially towards the safe use of the Park by women, children, disabled and elderly people.</p> <p>MIP will offer activities and facilities to attract vulnerable people (i.e. unemployed young people, retired/ elderly people, school children, women, disabled populations, migrants) from especially the lower income households of the Akdeniz District who are the most frequent users of the park such as digital billboards, interactive screens, bike racks, seats, water fountains, streetlights, playgrounds, and open air library.</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Social projects for the vulnerable groups, especially for the safe use of the Park by women, children, disabled and elderly people and immigrant youth</li> <li>• List of the activities and facilities to attract vulnerable people (i.e., unemployed young people, retired/ elderly people, school children, women, disabled populations, migrants) from especially the lower income households of the Akdeniz District who are the most frequent users of the park such as digital billboards, interactive screens, bike racks, seats, water fountains, streetlights, playgrounds, and open-air library</li> <li>• Evidence that investments are made into the Atatürk Park and Culture and Convention Center with an aim to integrate the Park and Port in cooperation with the Akdeniz Municipality or other relevant authorities.</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholder Engagement Plan</li> <li>• Community Investment Strategy</li> </ul>

#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				MIP will provide smart city solutions by offering multifunctional digital booths to inform the public about its operations and facilitate access to internet, phone etc.			
13	Social Conflicts and Tensions	Opposition in the society against the Project exacerbating social conflicts and tension.	Operation	<p>Engagement Plan.</p> <p>MIP will open new communication channels with the stakeholders including the opposing ones to rebuild the trust at different levels via presentation of evidence-based materials and an open-door policy.</p> <p>MIP will establish a few community liaisons desks within Mersin and a direct telephone line for community to ask questions and register their questions as well as their grievances.</p> <p>MIP will ensure a robust external grievance mechanism including all layers of grievance collection, record/processing, timely resolution, and feedback.</p> <p>MIP will monitor its external grievance mechanism internal periodically.</p> <p>MIP will establish a Project Information Desk / Kiosk in the Park.</p> <p>MIP will prepare digital and print information materials including information on the grievance</p>	Corporate Communication Department	<ul style="list-style-type: none"> <li>• Ensure that the SEP is implemented clearly</li> <li>• New communication channels</li> <li>• Location of the community liaisons desks</li> <li>• Direct telephone line for community to ask questions and register their questions as well as their grievances.</li> <li>• Grievance log system</li> <li>• Simulation of the sea view from the Park with the expanded port and potential number of containers on a usual day</li> <li>• Project Information Desk / Kiosk in the Park</li> <li>• Digital and print information materials</li> <li>• Existence of Strategic Communication Plan</li> <li>• A team of professionals for the Strategic Communication Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Grievance Mechanism</li> <li>• Strategic Communication Plan</li> <li>• Stakeholder Engagement Plan</li> </ul>



#	Component	Project Impact	Time Interval	Mitigation Measures	Responsibility	Monitoring	Implementation
				<p>mechanism and made them available in the Park Information Desk, port administrative building, other offices/public billboards where people will be able to see and access them as detailed in the SEP.</p> <p>MIP will commit to take part in improvement and reclamation activities should the access and usage to the Park gets affected in cooperation with the local authorities to compensate the potential inconveniences arising from the construction. For this, MIP will devise and execute social projects to enhance the use and accessibility of the park with a particular focus on vulnerable groups.</p> <p>MIP will employ a Strategic Communication Plan in line with its SEP and assign a team of professionals particularly for the implementation of this strategy.</p> <p>An advisory panel including representatives from MIP, governmental bodies, and community representatives will be formed.</p>			

## 7.0 Monitoring & Evaluation

Impacts of the project during construction and operation phases should be monitored and evaluated. In this sense, a monitoring and evaluation system will be established.

In this context, impacts of the project in receptors in the Aol, on the population characteristics in the Aol, impacts on local economy, socioeconomic impacts of land use and access to sea shore, impacts on education, current health services, impacts related with public health and safety (dust, noise, recreational area use, community information and engagement etc.), infrastructure and quality of life, cultural heritage, vulnerable groups, social conflicts and tensions should be monitored and evaluated to determine whether specified measures are realized as laid out in terms of mitigation measures, and monitoring and evaluation studies should be conducted regarding the effectiveness of implemented measures, and measures which should be corrected and improved.

Monitoring includes regular inspections as well as internal audit activities to confirm proper implementation of management plans as well as effectiveness of mitigations. Corrective actions include response to out-of-control situations, non-compliances, and non-conformances. Actions also include those intended to improve performance.

Monitoring and evaluation activities will be conducted in line with the Social Management Plan, which is discussed under Chapter 6 of this SIA report.

Monitoring and evaluation studies are recommended to be carried out both during construction and operation phases of the Project.

Defined monitoring issues in this project are performance monitoring, impact monitoring, dredging monitoring, environmental incidents, grievance monitoring, noise and air quality (dust) measurements, water analysis, training, community health and safety, workers' health and safety and traffic and stakeholder engagement.

Key monitoring measures to be implemented are provided in the below table.

**Table 66: Key Monitoring Measures**

Monitoring Topic	Project Phase	Duration	Methods	Responsible Parties	Frequency
<b>Performance Monitoring</b>	<b>Construction</b>	<b>3 years</b>	<b>Progress reports, stakeholder interviews</b>	<b>MIP officials, internal and external consultants</b>	<b>By internal and external consultant, monthly</b>
	<b>Operation</b>	<b>22 years</b>	<b>Progress reports, stakeholder interviews</b>	<b>MIP officials, internal and external consultants</b>	<b>By internal and external consultant, quarterly</b>
<b>Impact Monitoring</b>	<b>Construction</b>	<b>3 years</b>	<b>Performance monitoring reports, Impact monitoring reports, stakeholder interviews</b>	<b>MIP officials, internal and external consultants</b>	<b>By internal and external consultant, monthly</b>
	<b>Operation</b>	<b>22 years</b>	<b>Monthly progress reports, Performance monitoring reports, stakeholder interviews</b>	<b>MIP officials, internal and external consultants</b>	<b>By internal and external consultant, quarterly</b>
<b>Dredging phase monitoring</b>	<b>Construction</b>	<b>8 months</b>	<b>Performance monitoring reports, Impact monitoring reports</b>	<b>MIP officials, internal and external consultants</b>	<b>By internal and external consultant, monthly</b>

Monitoring Topic	Project Phase	Duration	Methods	Responsible Parties	Frequency
	<u>Operation</u>	<u>6 months</u>	<u>Dredging residual monitoring and bathymetry studies</u>	<u>MIP officials, internal and external consultants</u>	<u>6 months after the completion of dredging process</u>
<u>Environmental incidents</u>	<u>Construction</u>	<u>3 years</u>	<u>Record and investigation of environmental incidents at the construction site</u>	<u>MIP officials, EPC Constructor and its subcontractors</u>	<u>Continuous Reporting to MIP: monthly</u>
	<u>Operation</u>	<u>22 years</u>	<u>Record and investigation of environmental incidents at the operation site</u>	<u>MIP officials</u>	<u>Monthly</u>
<u>Grievance</u>	<u>Construction</u>	<u>3 years</u>	<u>Grievance mechanism records</u>	<u>MIP officials, EPC Constructor and its subcontractors</u>	<u>Continuously</u>
	<u>Operation</u>	<u>22 years</u>	<u>Grievance mechanism records</u>	<u>MIP officials</u>	<u>Continuously</u>
<u>Noise and air quality (dust) measurements, water analysis</u>	<u>Construction</u>	<u>3 years</u>	<u>Measurements and analysis to be conducted by the accredited laboratories</u>	<u>MIP officials, EPC Constructor and its subcontractors</u>	<u>Continuous Reporting to MIP: monthly</u>
	<u>Operation</u>	<u>22 years</u>		<u>MIP officials</u>	<u>In case of any grievance or environmental incident, if required</u>
<u>Training</u>	<u>Construction</u>	<u>3 years</u>	<u>Records of trainings</u>	<u>EPC Constructor and its subcontractors</u>	<u>Continuously</u>
	<u>Operation</u>	<u>22 years</u>	<u>Records of trainings</u>	<u>MIP officials</u>	<u>Continuously</u>
<u>Community health and safety</u>	<u>Construction</u>	<u>3 years</u>	<u>Performance monitoring reports for HSE, grievance mechanism</u>	<u>MIP officials, EPC Constructor and its subcontractors</u>	<u>Monthly</u>
	<u>Operation</u>	<u>22 years</u>	<u>Performance monitoring reports for HSE, grievance mechanism</u>	<u>MIP Officials</u>	<u>Monthly</u>
<u>Worker's health and safety</u>	<u>Construction</u>	<u>3 years</u>	<u>Performance monitoring reports for HSE</u>	<u>MIP officials, EPC Constructor and its subcontractors</u>	<u>Monthly</u>
	<u>Operation</u>	<u>22 years</u>	<u>Performance monitoring reports for HSE</u>	<u>MIP officials, EPC Constructor and its subcontractors</u>	<u>Quarterly</u>

Monitoring Topic	Project Phase	Duration	Methods	Responsible Parties	Frequency
<b>Traffic</b>	<b>Construction</b>	<b>3 years</b>	<b>Traffic management plan, grievance mechanism</b>	<b>MIP officials</b>	<b>Monthly</b>
	<b>Operation</b>	<b>22 years</b>	<b>Traffic management plan, grievance mechanism</b>	<b>MIP Officials</b>	<b>Monthly</b>
<b>Stakeholder Engagement</b>	<b>Construction</b>	<b>3 years</b>	<b>Stakeholder Engagement Plan, grievance mechanism Engagement activity log</b>	<b>MIP officials</b>	<b>Monthly</b>
	<b>Operation</b>	<b>22 years</b>	<b>Stakeholder Engagement Plan, grievance mechanism Engagement activity log</b>	<b>MIP officials</b>	<b>Monthly</b>

The table below summarises the monitoring measures and associated monitoring actions that can be used to assess the progress and effectiveness of proposed mitigation strategies.

Table 67: Key Performance Indicators

Monitoring Topic	KPI	Target	Monitoring Measure
<b>Performance monitoring</b>	<b>Number of non-compliances</b>	<b>Zero non-compliance</b>	<b>Monthly audits by independent consultants</b>
<b>Impact Monitoring</b>	<b>Number of non-compliances</b>	<b>Zero non-compliance</b>	<b>Monthly audits by independent consultants</b>
<b>Dredging monitoring</b>	<b>Number of non-compliances</b>	<b>Zero non-compliance</b>	<b>Monthly audits by independent consultants</b>
<b>Environmental incidents</b>	<b>Number of environmental incidents</b>	<b>Zero incident</b>	<b>Environmental incident records</b>
<b>Grievance</b>	<b>Number of community complaints or grievances received</b>	<b>Functional grievances mechanism accessible to all stakeholders with high performing resolution rates</b>	<b>Timely closed out Complaints on Log/ Database, no remaining open grievances</b>
<b>Noise and air quality (dust) measurements, water analysis</b>	<b>Noise and air quality measurements; water analysis results</b>	<b>Consistent results with the legal requirements</b>	<b>Measurement and analysis reports</b>
<b>Training</b>	<b>% of workers and visitors who have received relevant and adequate training</b>	<b>100% compliance with training requirements</b>	<b>Training records</b>
<b>Community Health and safety</b>	<b>Number of incidents pertaining to community health and safety issues during construction or operation</b>	<b>Zero incidents</b>	<b>Corrective actions and activity Log/ Database Grievance records</b>
<b>Worker's health and safety</b>	<b>Number of non-compliances</b>	<b>Zero non-compliance</b>	<b>Monthly audits of the consultants Grievance records</b>
<b>Traffic</b>	<b>Number of non-compliances</b>	<b>Zero non-compliance</b>	<b>Monthly audits of the consultants</b>

Monitoring Topic	KPI	Target	Monitoring Measure
<b><u>Stakeholder Engagement</u></b>	<b><u>Number of non-compliances</u></b> <b><u>Number and type of engagement activities carried out with stakeholders</u></b>	<b><u>Zero non-compliance</u></b> <b><u>Timely, accurate information sharing that allows equal access to all stakeholders</u></b>	<b><u>Engagement activity log</u></b> <b><u>Feedbacks received informing project design or implementation</u></b> <b><u>Monthly audits of the consultants and Grievance records</u></b>

- **Auditing and Reporting**

### **Internal Auditing**

The correct implementation of proposed plan is verified through internal inspections and management system audits to be carried out. The EPC Contractor will have continuous oversight on its subcontractors on a daily basis and MIP Officers will conduct an internal audit monthly. Preventive/Corrective actions will be identified after each audit. The EPC Contractor will be responsible of monitoring all E&S issues carried out by the implementation of the national EIA and SIA prepared for the Project. Monitoring activities will be carried out by designated environmental and social specialist designated to oversee implementation on the ground. Similarly, subcontractors will commit to assign environmental and social experts for implementation monitoring.

Monthly E&S management system performance reports of the EPC Contractor and its subcontractors will be submitted to MIP Officers at the end of each month and MIP Officers will prepare a monthly Construction Monitoring Performance reports to the Lenders, and an Operation and Maintenance Monitoring Performance Report will be prepared for Lenders quarterly

MIP will review results of inspections and audits and feedback from the Lenders and the progress on the Preventive/Corrective actions and takes additional appropriate actions if necessary.

### **External Auditing**

Conformance with management plan will be subject to periodic assessment by MIP corporate audit and assurance programmes and separately by EBRD and IFC.

### **Record Keeping**

The following records will be kept in accordance with MIP procedures;

- Main figures regarding the implementation of the Environmental and Social Management Plans, procedures.
- Environmental incident and incident investigation reports.
- Health and safety system documentation, near misses, root cause analysis and method statements and work orders.
- Stakeholder engagement records.
- Water quality, air quality, dust and noise measurements.
- Grievance records related to all environmental and social impacts induced by the project.
- Environmental measurement and analysis reports.
- Communication records of the data between MIP and construction contractor.
- Training records (workers and visitors).
- Monthly and quarterly management system performance reports.



## APPENDICES

Appendix 1: Stakeholder Contact List

Appendix 2: Documents Reviewed

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## **APPENDIX 1**

# *Stakeholder Contact List*

**2 PAGES**

Interviewees		Names of Individuals/Institutions
MIP Management Team (4)	Customer	
MIP employees and workers (14)	Customer	
Port Worker's Union	Customer	2 representatives
Port Authority	Public	President
Mersin Metropolitan Municipality	Municipality	Secretary General
Akdeniz Municipality	Municipality	Mayor and Deputy Mayor
Logistics Companies (2)	Business	
Amateur Fishers (8)	Business	
Food and drink service providers in the Park (2)	Business	
Amateur Fishermen's Association (2)	NGO	
Ataturk Park Street Vendors and Kiosk Owners (9)	Business	
Atatürk Park Users (10)	Public	
Tour Boat Operators (2)	Business	
Mersin Governorship	Public	Governor and Deputy Governor
Provincial Directorate of Environment and Urbanization	Public	President
Culture and Tourism Provincial Directorate	Public	President
Provincial Directorate of Agriculture	Public	President
Provincial Directorate of Security	Public	Head
Çukurova Development Agency Mersin Branch	Public	2 officials
Local Media 1	Media	Independent Journalist
Local Media 2	Media	Tercuman Newspaper
Local Media 3	Media	Tanik Newspaper
Local Media 4	Media	Kanal33
Local Media 5	Media	Mersin Haberci Newspaper
Üçocuk Neighborhood Mukhtar	Mukhtar	
Cami Şerif Neighborhood Mukhtar	Mukhtar	
Kültür Neighborhood Mukhtar	Mukhtar	
Çankaya Neighborhood Mukhtar	Mukhtar	
Hal Neighborhood Mukhtar	Mukhtar	
Hamidiye Neighborhood Mukhtar	Mukhtar	
Yeni Neighborhood Mukhtar	Mukhtar	
Coordination Council of Union of Chambers of Turkish Engineers and Architect	NGO	Current and Former Head of the Chamber of Architects
Tourism Agency	Business	
Ship Agency	Business	
Chamber of Commerce and Industry	NGO	President
Chamber of Shipping	NGO	President
Turkish Exporters Assembly	NGO	President
Chamber of Arts and Craftsman	NGO	President

Interviewees		Names of Individuals/Institutions
Chamber of Environmental Engineers	NGO	President
Association of Turkish Travel Agencies (TÜRSAB)	NGO	President
Mersin Bar Association	NGO	President of the Bar Association
NGO1	NGO	Mersin City Council
NGO 2	NGO	MAYA Derneği (refugees)
NGO 3	NGO	MESIAD
NGO 4	NGO	Mimoza Women's Association
NGO 5	NGO	Türkiye Sakatlar Derneği
NGO 6	NGO	MUSIAD
Academician 1	Academic	Economy Professor
Academician 2	Academic/Expert	Urban Planning Professor
Academician 3	Academic/Expert	Economist
Warehouse Specialist	Expert	
Turkish Radio and Television Institute	TRT	Representative
Akdeniz District Social Welfare Institution	Public	President

## **APPENDIX 2**

# *Documents Reviewed*

**1 PAGE**

## Documents Reviewed

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General Directorate of Development Agencies. 2019, Socio-Economic Development Ranking of Districts 2017, General Directorate of Development Agencies Publication Issue: 2 Research Report Issue: 2.

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TÜRKONFED, City-Region: New Dynamics in Local Government Report, 2019 (<https://www.turkonfed.org/tr/detay/2014/kent-bolge-yerel-yonetimde-yeni-dinamikler-raporu/>)

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## MIP's documentation

- EIA Report for Mersin Port Extension Project Phase II (2020)
- Dredging Environmental Management Plan Report (2020)
- 1/5000 scaled Master Development Plan for Mersin (TCDD) Port, Cruise and Container Port
- 1/1000 scaled Implementary Development Plan for Mersin TCDD Port, Cruise and Container Port
- Mersin International Port Additional Container and Cruise Port Feasibility Report (2018)
- Project Progress Report 1 and 2
- Mersin International Port Layout Plan
- Minutes of Participation Meeting for EIA Progress
- List of Environmental Permits and Licenses
- Environmental and Social Action Plan (ESAP) prepared for Mersin International Port: New Capex Programme including Berth Extension (2019)
- EIA Monitoring Reports for Phase I
- Industrial Waste Management Plan (2018)
- Waste Acceptance Facility Project Report and Waste Management Plan (2020)
- Dredging Reports for Phase I
- Various Management System Documentation



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