

## 付 属 資 料



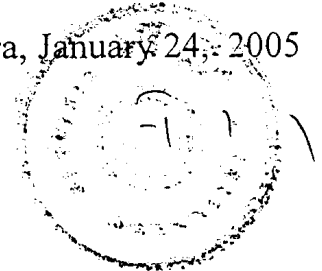
2005/EİGY/28654

The Ministry of Foreign Affairs of the Republic of Turkey presents its compliments to the Embassy of Japan and has the honour to enclose herewith the the application form for Japan's development study program on "The Study on Integrated Urban Transportation Master Plan for the Istanbul Metropolitan Area in the Republic of Turkey" proposed by the Istanbul Metropolitan Municipality within the framework of Technical Cooperation Programme between Turkey and Japan.

The Embassy is kindly requested to convey the above-mentioned document to the relevant Japanese authorities and inform the Ministry of the outcome accordingly.

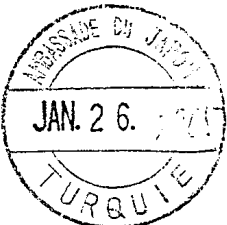
The Ministry of Foreign Affairs of the Republic of Turkey avails itself of this opportunity to renew to the Embassy of Japan the assurances of its highest consideration.

Ankara, January 24, 2005



Encl: As above

Embassy of Japan  
Ankara



**DRAFT**

## APPLICATION FORM FOR JAPAN'S DEVELOPMENT STUDY PROGRAM

Date of entry: month \_\_\_\_ year

Applicant: the Government of the Republic of Turkey

## 1. Project digest

(1) Project Title: The Study on Integrated Urban Transportation Master Plan for the Istanbul Metropolitan Area in the Republic of Turkey

\*Enter the project title in English (Spanish or French).

(2) Location (province/county name): the Republic of Turkey(city/town/village name): Istanbul Metropolitanfrom the metropolis : about 550.000 ha. \_\_\_\_\_ hours' ride/flight

## (3) Implementing Agency

Name of the Agency: Istanbul Metropolitan Municipality

\*Enter the name of the implementing agency including such details as the name of the bureau or department.

Number of Staff of the Agency :

26

(Project Director (2), Urban Planner (20), Architect (1), Surveying Engineer (1), Environment Engineer (1)

(on a category basis)

Budget allocated to the Agency :

\*Attach an organizational chart, and mark the department responsible for the study.

5 Trillion T.L.

## (4) Justification of the Project

\*Provide detailed information of the project regarding the items below.

-Conditions of the sector:

As any other metropolis, Istanbul demands an extensive transportation system, both inner-city and outer-city. It is recognized that there is an urgent need for transportation improvement in the city since the mass transit capacity is insufficient. Along with its population and economic growth, there was a huge increase in car ownership during the past years. This increase along with the difficult urban structure of the city creates many problems in commutation, the average

commuting time being 42 minutes. There is also a parking problem. Istanbul's public transportation policies didn't follow up-to-date international standards. Its transportation system is stagnant with a strong concentration on land transportation, especially by private automobile. This along with difficult traffic patterns and obsolete street infrastructure leads to a congestion problem. The connectivity between the two continents is also a major issue, since there are only two bridges connecting them and only land based vehicles can use them. Another major problem is the lack of connectivity between the different transit systems. The city is served by four basic transportation systems: land, rail, sea and air. The most common inner-city means of transportation is the land-based with a share of 90% of the commutation, against 6.6% for rail based and 3.4% for maritime.

The land-based transit system is largely private cars and buses. There are more than 1.3 million vehicles circulating in the city. Municipal buses carry 2 million passengers per day and represent the largest share in municipal companies' transit systems. The second and third shares go to the pre-metro, 18 km line, and the light rail, 11 km line, with 160,000 and 140,000 passengers daily respectively. The metro is a 7 km line carrying 24,000 passengers daily. These rail systems are fairly new, 12 years old, and neither runs at full capacity. There is also the heavy rail that serves long distance travelers and also suburban commuters. Sea based transportation is important to a city that is separated by a Strait. There are 380,000 daily users of this system; the municipal sea bus company carries around 30,000. The city is served by two international airports. Istanbul has the busiest airports and the principal terminus of international lines in the whole country; the Ataturk Airport, on the European side, and the Sabiha Gokcen Airport, on the Anatolian side. Both are modern and with sufficient capacity to serve the city. The Ataturk is the larger and handled more than 8 million passengers in 2000.

Since the public transport system in the metropolitan area does not reach a satisfactory level from the user's point of view, numbers of motorcycles and passenger cars have been increasing rapidly. If this trend -- shifting to modes of private transport -- continues, traffic congestion on the streets and environmental deterioration are inevitable as urbanization proceeds in the metropolitan area.

-Sectoral development policy of the national/local government:

- \*Improving Public Transportation Systems
- \* Enlarging and Strengthening Transportation Infrastructures
- \*Improving People's Understanding on Traffic Systems

**DRAFT**

-Problems to be solved in the sector:

As mentioned above, problems to be solved in the sector are listed as follows:

- ✓ • Inefficient mass transit system and other public transport system
- ✓ • Increase in both car ownership and preference for car use and traffic congestion
- ✓ • The lack of parking lots and inefficient parking management strategy
- ✓ • The lack of transit system
- ✓ • Inconsistence between transport policy and urban planning/land use plan

-Outline of the Project:

The potential Projects are listed below:

- Installation of urban railway, such as MRT and LRT
- Improvement of urban road infrastructure
- Provision of parking facility and introduction of parking management system
- Introduction of TDM (Transport Demand Management)

-Purpose (short-term objective) of the Project:

The purpose of the Project is to address the emerging traffic related problems, as listed above, and hence to increase the quality of life for the inhabitants in Istanbul.

-Goal (long-term objective) of the Project:

The overall goal of the Project is to accelerate economic growth and to preserve its balance among different inner regions through improving urban transport. It may also contribute to environmental-friendly development by reducing the number of car users and promoting public transport.

-Prospective beneficiaries:

(Population for which positive change are intended directly and indirectly by implementing the project, and gender disaggregated data, if available)

Car users and public transport passengers will directly receive benefits and over 10 million inhabitants in the Project Area are indirectly benefited though the implementation of the Project.

-the Project's priority in the National Development Plan / Public Investment Program:

The Project has first priority in the National Development/Public Investment Program. The Project is the revision of Transportation Master Plan that be completed in 1997.

**DRAFT**

(5) Desirable or Scheduled time of the commencement of the Project:

January 2005

First phase (2005-2006) : Analyses on the existing conditions of the study area.

Second phase : Model choice and master plan.

(6) Expected funding source and/or assistance (including external origin) for the Project:

\*Describe the concrete policies for the realization of the project, and enter the prospects for realization and funding sources.

The local government and the national government are also expected to provide funds.

(7) Other relevant Projects, if any.

Bosphorus Rail Tube Crossing Project (JBIC Fund). There are other potential urban transport projects, including the installation of urban railway.

(8) Any relevant information of the project from gender perspective.

No particular gender-related impacts

## 2. Terms of Reference of the proposed Study

\*Please fill in (1) and (2) below, paying particular attention to the following items.

- In the case that a study was conducted in the same field in the past, describe the grounds for requesting this study, the present status of the previous project, and the situation regarding the technology transfer.
- Whether there are existing studies regarding this requested study or not.
- Coordination with other economic and technical cooperation from Japan

(1) Necessity/Justification of the Study:

This study may contribute to addressing the emerging issues related to urban transport and hence to accelerating economic growth and to preserving its balance among different inner regions through improving urban transport system. It may also contribute to environmental-friendly development through reduction in car users and promotion of public transport.

(2) Necessity/Justification of the Japanese Technical Cooperation:

The expected outcome of the Study is consistent with the Japanese aid policy, which focuses on 'the improvement of urban environment'.

**DRAFT**

### (3) Objectives of the Study:

- \*Describe the objectives of the study in detail. Also, indicate who will benefit from the study in as much detail as possible, including gender disaggregated data and describe the beneficial effect in terms of quantity. Enter in a concise manner the goal expected to be achieved in the future by conducting the study.
- \*When the requested study is the only input scheme there is in the cooperation program, enter the same sentences given in the "Objective of the Cooperation Program" in the summary sheet. When more than one scheme is requested including this one, describe clearly the role of the requested study.

The Study is expected to be innovative, yet practical, in its approaches to problem solving. It is to be carried out jointly by the JICA Study Team and local staff, with the intention of strengthening the planning capability for the city. The study will collect and analyze information about the transport system as a basis for the preparation of two mutually supportive and cascading transport plans:

- A master plan which indicates the major elements of the urban transportation system to be developed over the next 20 years.
- An action plan which will set out a program of action for the next three to five years, consistent with the long-term master plan.

Transfer of technology to counter part staff through study implementation shall be considered a principal goal of the Study. This should be accomplished in course of the Study and, via additional assistance from the Government of Japan, subsequent specialized training, possibly in Japan.

It is further expected that close coordination will be maintained with previously completed planning efforts. In this regard, it is a requirement of the study that transport modeling will be conducted using a transportation planning software package.

### (4) Area to be covered by the Study:

- \*Enter the name of the target area for the study and attach a rough map to the documents submitted. The attached map should be at a scale that clearly shows the project site. Mark the site in red.

Istanbul Metropolitan Municipality and the Local governments in the surrounding area

### (5) Scope of the Study:

- \*Enter in a concise manner using an itemized statement.

The study shall consist of two major phases: (1) establishment of the master plan, including

analyses on the existing conditions of the Study area, and (2) preparation of the action plan, to include detailing of high-priority projects. With regard to timing, certain work activities of the respective phases may overlap.

#### Phase (I) : Preparation of Master Plan

The effort should include the collection and analysis of base year (existing) information. The purpose is to identify and quantify the defects and deficiencies in the transportation system at present, and to analyze the operational characteristics of the system in such a way as to facilitate forecasting of future - under different demand conditions and subject to the system itself. It is therefore expected that this effort will be integrated with experiences encountered in other metropolis in order to reach a realistic understanding of likely future transportation conditions in the Istanbul metropolitan area.

Information will be required, but not necessarily limited to, the following: traffic flows and speeds during peak and off-peak periods; performance of public transportation (in general, recognizing the currently inefficient role of the mode); parking practices; sample data on origin-destination movements of persons and goods, with details of trip purposes, household characteristics and modal choice; road accidents; as well as pedestrian patterns in major activity precincts.

The dominant effort of Phase I will be devoted to develop the urban transportation master plan, which indicates the urban transportation system to support future land use in the long term with target year 2025. The purpose will be to determine the main elements of land use and transportation network towards which planning and policy should be directed. The following steps are required:

- 1) Forecasting of Socio-Economic Framework: the growth of population, income, car ownership and employment should be forecast within likely ranges of variation. A "most likely" future situation should guide this effort.
- 2) Determination of Goals: an attempt should be made to clarify the political, social and economic goals of the National Government and Istanbul Metropolitan Municipality inasmuch as these are relevant to the planning of land use and transportation, and to establish the relative importance attached to each one of them.
- 3) Identification of Constraints: planning constraints, such as investment budget, areas of preservation, on-going and committed projects, as well as political, social or geographic factors limiting the possible scope of land use or transportation policies, should be identified.
- 4) Formulation of Strategies: land use and transportation strategies should be designed,



**DRAFT**

observing the goals formulated and constraints identified. Where there are realistic choices to be made, alternative strategies should be promulgated so that these choices can be tested. Each strategy should specify the main physical features, the management policies necessary to achieve efficient operation of the system, and also the means of implementation.

- 5) Development of Strategic Model: a small, versatile model is needed for the analysis of strategies. Its purpose is to show the main differences in cost and performance between alternative strategies under different conditions of demand, to test the impact of major modifications of strategy, and to evaluate public transportation options on a corridor basis.
- 6) Evaluation of Strategies: the purpose of the evaluation is to determine a master plan. Toward this end, to results of the modeling must be added to the capital costs, environmental, social and political factors. A comprehensive evaluation system should be used to bring together in a systematic way the final consideration of all relevant factors.
- 7) Selection of Master Plan : the plan will contain three categories of infrastructure: first, those elements which are regarded firmly as desirable in the earliest instance; second, those which are expected to be desirable within the planning horizon, and third, those which, although not expected to be, could be desirable in certain specified circumstances and for which the possible inclusion should therefore be allowed. The plan will specify the assumed land use and all major transportation systems. It will specify the management policies that would be needed in order to obtain the expected performance from the transportation system, in particular, the means whereby the use of private transportation is to be limited to the efficient capacity of the road network and means whereby the costs of public transportation are to be financed.

#### Phase (II) : Preparation of Action Plan

The second phase will be devoted to the preparation of an action plan for the Istanbul metropolitan area. The starting point will be the master plan determined in Phase I. The following steps are necessary:

- 1) Preparation of Transportation Model: the strategic model should form the basis of the action phase transportation model but the latter will include the subdivision of zones and the addition of secondary links and modes. Depending on the schemes to be studied, it may be decided to elaborate on selected parts of the network, leaving other parts in less detail, in order to concentrate on the study where it is most needed. It is expected that demand is expressed in person trips, thus facilitating the application of modal split analysis. It is a requirement that the transportation model be developed using a transportation planning

**DRAFT**

- software.
- 2) Formulation of Projects: the strategic features of land use structure and the transportation system will be taken from the master plan. It will then be necessary to consider alternative forms of the new elements of infrastructure required by the plan; where relevant, alternative alignments, capacities and design standards should be explored. If relevant, the possibility of reordering the investment program should be examined.
  - 3) Selection of Test Transportation Networks: given the projects to be studied (as described in the previous paragraph), a small number of networks possibly two or three should be prepared for model testing. These should not necessarily be conceived as alternative networks but simply as vehicles for the simultaneous modeling of numerous alternative projects. It is conceivable that some or all test networks are based upon variations of a core concept.
  - 4) Design of Management Options: whatever infrastructure is provided, the efficient operation thereof will depend upon management policies adopted, for example, supply and price of parking spaces, traffic restraint measures as well as public transportation pricing and operational considerations. Realistic options should be defined and expressed in quantitative terms.
  - 5) Evaluation of Projects and Policies: a number of model runs should be made to test the effects of various combinations of networks and management policies as defined in the preceding step. The results should be used to evaluate the component projects and policies in terms of utilization efficiencies.
  - 6) Selection and Documentation of the Action Plan: the plan should specify projects and policies recommended for implementation. A temporal investment program should be defined in order to produce an annual program for investment for each year of the action plan. The latter years may include tentative proposals for the start of new projects not due until the planning horizon of the master plan. The program should obviously be consistent with budgetary forecasts made in Phase II.
  - 7) Preparation of Management Program: detailed proposals should be made for the introduction of the management policies embodied in the action plan, insofar as this is deemed necessary to achieve concept implementation. An annual program of management actions should be produced. Components of the plan are also likely to address issues such as traffic safety, enforcement procedures and public education regarding operation and use of transportation systems.
  - 8) Recommendations regarding Implementation: the successful implementation of the above programs will require an appropriate organization and power structure. Proposals should be

**DRAFT**

made, if necessary, to ensure that an adequate organization exists to carry forward the programs, to monitor future transportation developments and to continue the planning process. These proposals should concern, among other things, the number of staff and their qualifications, their positions and powers within the transportation establishment.

It is anticipated that, at the conclusion of action plan development, a limited series of potential projects will emerge whose implementation is judged critical. In other words, a pre-feasibility study of projects whose implementation status is viewed in terms of immediate action should be undertaken.

These projects should be documented in more detail, to include conceptual design, possibly at scales on the order of 1:20,000. Operational aspects are to be detailed, to include likely costs and benefits, as well as IRR (internal rate of return) and net present value. The selected projects will be prioritized based on various criteria to include economic efficiency, cost as well as social and political aspects.

The goal of Phase II should be to present the immediate action projects in a prioritized manner, to identify potential funding sources; and to clarify further directions which could include direct implementation or conduct of further feasibility studies, to include preliminary design.

#### (6) Study Schedule:

\*Enter the time/period of the study.

It is anticipated that the technical extent of the study will approximately twenty-four calendar months. Phase I should take about twelve months, and Phase II the remaining time. It is noted that this schedule allows and additional three months beyond completion of technical work for review of the draft final report and subsequent preparation of the final report.

#### (7) Expected Major Outputs of the Study:

The products of the Study are expected to include:

- 1) Extensive information on urban activities and facilities, such as spatial distribution of population and employment, land use, urban facilities, in addition to the existing transportation demand in both person and commodity basis as well as the level of service of the existing urban transportation systems in the metropolitan area.
- 2) In the long term land use control could be deemed as a way of managing transportation demand. Alternative land use patterns should be incorporated as an option of an integrated land use and transportation system and it should be considered how a desirable urban

DM

**DRAFT**

- structure be guided through transportation system development.
- 3) The master plan indicating the major elements of the 2025 urban transportation system, which includes major arterial road network, rail-based transportation system, bus services for supply side, and transportation demand management (TDM) for demand side.
  - 4) Transportation demand management (TDM) includes traffic restraint scheme such as road pricing and parking control in the central area of the metropolitan area.
  - 5) The action plan indicating the main elements of the transportation system is in three- to five-year period, whose development should be consistent with the long-term master plan. It is anticipated that some recommendations contained in the action plan will be selected for further detailing and implementation on an immediate-action basis. The action plan should include a temporal investment strategy.
  - 6) A short list of projects derived from the action plan whose implementation is viewed as being of the highest priority, and for which more detailed implementation plans, including conceptual design and funding opportunities, are to be prepared.

A transportation model, developed through transportation planning software, is suitable for updating by local staff for purposes of monitoring future, and perhaps unanticipated, developments and/or alternative development strategies to be reviewed after the current study.

(8) Possibility to be implemented / Expected funding resources:

It's highly possible that the Projects would be implemented through the support of internal and external funding agencies.

(9) Environmental and Social Considerations

\*Please fill in the attached screening format.

No particular environmental and social impacts through the Study

(10) Request of the Study to other donor agencies, if any:

\*Please pay particular attention to the following items:

There should be some relations with the universities and profession chambers.

(11) Other relevant information

\*Enter relevant information other than that described above, if any.

No particular information

3. Facilities and information for the Study

com

**DRAFT**

(0) Inputs from the Japanese Government for the Study:

(number, academic background, etc.)

The experience and qualifications of staff proposed to carry out this project are critical. It is expected that a "core team" be present in-country for virtually the entire extent of the project, with support from sectoral specialists at key junctures of the project. It is anticipated that on the order of 120 person-months will be required to carry out the complete project. The core team is likely to consist of:

- Team Leader : a senior professional with 15 - 20 years of multi-disciplinary experience. This individual should be capable of effective project management, and should possess a broad background in the development, evaluation and implementation of various transportation modes. Fluency in economic principals is mandatory.
- Urban Planner / Land Use Policy Analyst : the responsibilities of this position are of paramount importance, as this individual will be charged with the tasks of formulating a future urban structure, then, based on the established master plan, prediction of spatial distribution of population, jobs, and other parameters, upon which the transportation planner rests.
- Transportation Planner / Urban Transportation Policy Analyst : this individual would, in conjunction with the Transportation Demand Analyst, be required to formulate the transportation elements of the master as well as action plans. Extensive experience in all urban transportation modes is a key prerequisite for this position.
- Public Transportation Specialist : It is anticipated that public transportation systems (bus and urban rail) will form important components of the overall transportation strategy. This individual must possess a thorough understanding of public transportation operations, pricing strategies as well as construction and operating costs.
- Transportation Demand Analyst: The core responsibilities of this position are formulation, development and execution of transportation modeling associated with the study. It is essential that this individual be thoroughly familiar with the use and application of a transportation planning software.
- Institutional Specialist: This person examines the drawback of the existing organization and laws/regulations on urban transportation. Furthermore changes in regulatory framework and organizations to pursue transportation system development shall be recommended.
- Transportation Economist: This person examines economic viability of the master plan as a whole and financial evaluation shall be conducted to examine financial viability of the selected projects, which are supposed to undertaken by private sector.

**DRAFT**

- Environmental Specialist: This person shall study on the current status of environmental deterioration caused by traffic and shall study on the impacts on environment by transportation system development
- Traffic Survey Supervisor: This individual is to be responsible for all aspects of surveys and data collection, to include organization, execution and analysis functions.
- Geographical Information System Specialist: This person will support to analyze spatial data and make presentation of various projected feature such as travel demand and performance of a planned transportation system.

Additional specialist staff is anticipated whose involvement will be guaranteed at strategic points during study conduct.

- (1) Assignment of counterpart personnel of the implementing agency for the Study:  
(number, academic background, etc.)

<i>Position</i>	<i>Number</i>	<i>Academic Background</i>
<i>Project Manager</i>	<i>2</i>	<i>Urban Planner</i>
<i>Environment Engineer</i>	<i>1</i>	<i>Env. Engineer</i>
<i>Urban Planner</i>	<i>11</i>	<i>Urban Planner</i>
<i>Surveying Engineer</i>	<i>2</i>	<i>Architect</i>
<i>Architect</i>	<i>1</i>	<i>Architect</i>

- (2) Available data, information, documents, maps, etc. related to the Study:

(Please attach the list.)

The previous study of "Transportation Master Plan" will be used as data.

- (3) Information on the security conditions in the Study Area:

No particular difficulty

**DRAFT**

#### 4. Global Issues (Gender, Poverty, etc.)

(1) Women as main beneficiaries or not.

All inhabitants including women are the beneficiaries through the implementation of the Project.  
The improvement of public transport system may benefit especially women.

(2) Project components which require special considerations for women (such as gender difference, women specific role, women's participation), if any.

No particular consideration

(3) Anticipated impacts on women caused by the Project, if any.

The improvement of public transport may benefit the women through enhancing their mobility.

(4) Poverty alleviation components of the Project, if any.

The improvement of public transport may benefit the poor people through increasing access to available transport.

(5) Any constraints against the low-income people caused by the Project.

No particular constraints

#### 5. Undertaking of (the recipient country)

(1) To facilitate the smooth conduct of the Study; the Government of (the recipient country) shall take necessary measures:

- 1) To permit the members of the Team to enter, leave and sojourn in (the recipient country) for the duration of their assignments therein and exempt them from foreign registration requirements and consular fees;
- 2) To exempt the members of the Team from taxes, duties and any other charges on equipment, machinery and other material brought into (the recipient country) for the implementation of the Study;
- 3) To exempt the members of the Team from income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the team for their services in connection with the implementation of the Study;
- 4) To provide necessary facilities to the Team for the remittance as well as utilization of the funds introduced into (the recipient country) from Japan in connection with the implementation of the Study;

(2) The Government of (the recipient country) shall bear claims, if any arises, against the

**DRAFT**

members of the Team resulting from, occurring in the course of, or otherwise connected with, the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the team.

(3) (The implementing Agency) shall act as counterpart agency to the Japanese Study Team and also as coordinating body in relation with other governmental and non-governmental organizations concerned for the smooth implementation of the Study.

(4) (The implementing Agency) shall, at its own expense, provide the Team with the following, in cooperation with other organizations concerned:

- 1) Security-related information on as well as measures to ensure the safety of the Team;
- 2) Information on as well as support in obtaining medical service;
- 3) Available data and information related to the Study;
- 4) Counterpart personnel;
- 5) Suitable office space with necessary office equipment and furniture;
- 6) Credentials or identification cards; and
- 7) Vehicles with drivers.

(5) (The implementing Agency) will, as the executing agency of the project, take responsibilities that may arise from the products of the Study.

\*In the case that Detail Design Study is requested.

The Government of (the recipient country) assures that the matters referred to in this form will be ensured for the smooth conduct of the Development Study by the Japanese Study Team.

Signed :

Prof. Ramazan EVREN

Title : Secretary General

On behalf of the Mayor of Metropolitan Istanbul

Date:

30.12.2004



**Screening Format**

Question 1 Outline of the project

1-1 Does the project come under following sectors?

Yes       No

If yes, please mark corresponding items.

- Mining development
- Industrial development
- Thermal power (including geothermal power)
- Hydropower, dams and reservoirs
- River/erosion control
- Power transmission and distribution lines
- Roads, railways and bridges
- Airports
- Ports and harbors
- Water supply, sewage and waste treatment
- Waste management and disposal
- Agriculture involving large-scale land-clearing or irrigation
- Forestry
- Fishery
- Tourism

1-2 Does the project include the following items?

Yes       No

If yes, please mark following items.

- Involuntary resettlement (scale:                      households                      persons)
- Groundwater pumping (scale:                      m<sup>3</sup>/year)
- Land reclamation, land development and land-clearing (scale:                      hectares)
- Logging (scale:                      hectares)

1-3 Did the proponent consider alternatives before request?

Yes: Please describe outline of the alternatives  
( )

No

**DRAFT**

1-4 Did the proponent have meetings with the related stakeholders before request?

Yes  No

If yes, please mark the corresponding stakeholders.  
body

Administrative

Local

NGO

Others ( )

Question 2

Is the project a new one or an on-going one? In the case of an on-going one, have you received strong complaints etc. from local residents?

New  On-going (there are complaints)  On-going (there are no complaints)

Others ( )

Question 3 Name of the law or guidelines:

Is Environmental Impact Assessment (EIA) including Initial Environmental Examination (IEE) required for the project according to a law or guidelines in the host country?

Yes  No

If yes, please mark the corresponding items.

Required only IEE (  Implemented,  on going,  planning )

Required both IEE and EIA (  Implemented,  on going,  planning )

Required only EIA (  Implemented,  on going,  planning )

Others: ( )

Question 4

In case any steps were taken regarding EIA, was EIA approved by relevant laws in the host country? If yes, please mark date of approval and the competent authority.

<input type="checkbox"/> Approved: without a supplementary condition	<input type="checkbox"/> Approved: with a supplementary condition	<input type="checkbox"/> Under appraisal
--	---	--

(Date of approval: \_\_\_\_\_ Competent authority: \_\_\_\_\_)

Not yet started an appraisal process

**DRAFT**

Others: ( )

Question 5

If a certificate regarding the environment and society other than EIA is required, please indicate the title of certificate.

Already certified

Required a certificate but not yet done

Title of the certificate : ( )

Not required

Others ( )

Question 6

Are following areas located inside or around the project site?

Yes  No  Not identified

If yes, please mark corresponding items.

National parks, protected areas designated by the government (coast line, wetlands, reserved area for ethnic or indigenous people, cultural heritage) and areas being considered for national parks or protected areas

Virgin forests, tropical forests

Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)

Habitat of valuable species protected by domestic laws or international treaties

Likely salts cumulus or soil erosion areas on a massive scale

Remarkable desertification trend areas

Archaeological, historical or cultural valuable areas

Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle, or special socially valuable area

Question 7

Does the project have adverse impacts on the environment and local communities?

Yes  No  Not identified

Reason: ( )

**DRAFT**

Question 8

Please mark related environmental and social impacts, and describe their outlines.

- Air pollution
- Water pollution
- Soil pollution
- Waste
- Noise and vibration
- Ground subsidence
- Offensive odors
- Geographical features
- Bottom sediment
- Biota and ecosystem
- Water usage
- Accidents
- Global warming
- Involuntary resettlement
- Local economy such as employment and livelihood etc.
- Land use and utilization of local resources
- Social institutions such as social infrastructure and local decision-making institutions
- Existing social infrastructures and services
- The poor, indigenous of ethnic people
- Maldistribution of benefit and damage
- Local conflict of interests
- Gender
- Children's rights
- Cultural heritage
- Infectious diseases such as HIV/AIDS etc.
- Others  
 (\*increase the quality of life for the inhabitants in Istanbul.  
 \*contribute to environmental-friendly development through reduction in car users and promotion of public transport.)

Outline of related impacts:

*dm*

**DRAFT**

Question 9

Information disclosure and meetings with stakeholders

9-1 If the environmental and social considerations are required, does the proponent agree on information disclosure and meetings with stakeholders in accordance with JICA Guidelines for Environmental and Social Considerations?

Yes       No

9-2 If no, please describe reasons below.

[ ]