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İşin Adı
The Name of
the Job

Mersin-Adana-Osmaniye-Gaziantep Yüksek Standartlı Demiryolu Hattı
İnşaatı ile Elektromekanik Sistemlerinin Temini
Construction of Mersin-Adana-Osmaniye-Gaziantep Hight Standard Railway Line
With Supply Of Electromechanical Systems

Rapor Adı
Report Name

TRAFFIC MANAGEMENT PROCEDURE

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1. PURPOSE

To ensure the safe management and control of machinery and equipment operations during the execution of the activities carried out in the Mersin-Adana-Osmaniye-Gaziantep (MAOG) High Standard Railway Project.

It aims to provide process management and safe flow related to the following issues:

- Access roads to manufacturing sites,
- Machinery, equipment and material shipment,
- Movement of machinery and equipment within the manufacturing site
- Interaction with third party pedestrian and vehicle traffic,
- Use of railway level crossings,

2. SCOPE

It includes people (employees, interns, etc.) involved in the Mersin-Adana-Osmaniye-Gaziantep (MAOG) High Standard Railway Project, all operating consultants, consultants, intermediary persons and companies, service providers and subREC employees.

The content of this document has been developed to determine the minimum requirements for the MAOG Project; It can be developed according to the legal regulations of the working area, employer expectations and international standards.

3. IMPROVEMENT

Persons who detect ambiguity and inconsistency in this document can report their requests and suggestions using the "" in APPENDIX 1.

4. REFERENCES

MAOG-RECU-GN-GNL-IS-GNL-PRG-0002-0 Hazard and Risk Management Procedure

MAOG-RECU-GN-GNL-IS-GNL-PRG-0003-0 HSE Training Procedure

MAOG-RECU-GN-GNL-IS-GNL-PRG-0006-0 HSE Disciplinary Procedure

MAOG-RECU-GN-GNL-IS-GNL-PRG-00013-0 Construction Machinery and Equipment Procedure

MAOG-RECU-GN-GNL-IS-GNL-PRG-00029-0 Safe Line Operating Procedure

Highway Traffic Law

General Guide for Workplace Traffic Management – SafeWork Australia

Safe Use of Vehicles on Construction Sites / Safe Use of Construction Equipment on Construction Sites – Health and Safety Executive

Workplace Transport Safety, A Brief Guide / Summary Guide – Health and Safety Executive

Provision and Use of Work Equipment Regulations (PUWER) ACOP / Implementation Guide – Health and Safety Executive



5. RESPONSIBILITY

5.1. Project Manager

The Project Manager's responsibilities are as follows:

Ensuring the preparation of the special Traffic Management Plan according to the project conditions, putting it into effect and ensuring its implementation in the project,

To follow up the preparation of traffic circulation/displacement plans by the Traffic Safety Officer and their presentation to the approval mechanism of the relevant institutions/organizations,

Leading the traffic safety studies in order to adopt the priority of traffic safety among all employees in the project,

To assign a sufficient number of Traffic Safety Officers in accordance with the requirements of this document in the project or according to the size of the project,

Allocate the necessary resources to ensure the implementation of this document in the MAOG Project.

5.2. Department/Division Managers/Chiefs

Department/Department Managers/Chiefs are responsible for the implementation of this document and ensuring that their subRECs work in accordance with this document in their activities in their own work area. Department / Department Managers / Chiefs are also responsible for:

- To ensure that this document is transferred to the employees,
- The implementation and enforcement of this document in the departments and areas for which they are responsible.
- Following and developing the system for continuous improvement,
- Ensuring that all vehicles and drivers in their area of responsibility comply with the requirements of this procedure,
- Performing daily pre-operation checks,
- Responsible for ensuring compliance with the requirements of this procedure at all project sites.

5.3. Project HSE Units and Responsibles



HSE Unit (Manager, Chief, Engineer, Supervisors and other HSE Personnel) and Operations Managers/Managers appointed as HSE Responsible are responsible for the coordination and monitoring of this document for its implementation in all field activities. Additionally, the HSE Unit is responsible for the following:

- Providing training to employees and subRECs regarding the scope of this document,
- Coordinating with the managers / supervisors responsible for project activities for the implementation of this document,
- Organizing training and on-the-job talks to ensure communication of this document,
- Responsible for controlling the implementation of the document with field controls and following up the control by informing the Project Management in case of life-threatening activities.

5.4. Headquarter E&S Manager:

Responsible for managing infrastructure and superstructure projects regarding environmental and social governance issues and member of the Executive E&S Committee on behalf of the REC

5.5. SubRECs

SubRECs are responsible for the following,

- To comply with the rules specified in this document while carrying out its activities,
- To correct the nonconformities within the scope of this document, as soon as possible, as indicated to them by the Project Management or Project HSE Unit,
- Fulfilling the obligations related to all motor vehicles and construction machinery owned by them or used within the scope of the project by leasing method,
- Making, recording and sharing the controls with the Project HSE Unit within the requested period in accordance with the MAOG-RECU-GN-GNL-IS-GNL-PRG-00013-0 Construction Machinery and Equipment Procedure,
- Regulating the access routes to the work sites and the vehicle and machine traffic within the work areas within the framework specified in this procedure.
- Access roads to the work sites and any need for changes to be made within the work site are subject to the approval and permission of the MAOG Project Management.

5.6. PIU (Project Implementation Unit)

- **PIU Department Manager (Superstructure / Civil Engineer)** will be responsible for overseeing the implementation of all health, safety and social measures, as specified within the disclosure package of the Project, and regular reporting to AYGM PIU.



- **PIU Physics Engineer** who is responsible for supervising health and safety for the Project.

5.7. Executive Environmental and Social Management Committee

- **Executive E&S Committee Project Manager (Department Head / Branch Manager /Head of Department)** will be ultimately responsible for overseeing the activities undertaken by the AYGM/TCDD specialists (listed below), overseeing the implementation of mitigation measures and management procedures specified within the disclosure package of the Project, and overseeing the preparation and implementation of a CESMP, which will be based on this ESMP.
- **Executive E&S Committee Environmental, Health and Safety, and Social (EHSS) Manager (Specialist / Engineer)** will be responsible for overseeing all matters that relate to environment, health, safety and social aspects of the Project. Also, s/he will be appointed to be responsible for supporting the implementation of the SEP, by conducting regular consultation with affected communities on any concern regarding the Project. CLOs will also have responsibility for disseminating the Project disclosure package as described in the SEP. They will also conduct regular inspections of records relating to grievances received and their resolution. S/He will report regularly to AYGM PIU.

Further technical staff may be required during the course of the Project, who will be assigned internally by the AYGM, either by means of permanent or temporary basis until the completion of relevant tasks under the Project whilst they undertake their current responsibilities.

5.8. Traffic Safety Officer

The responsibilities of the Traffic Safety Officer are as follows:

To lead the preparation of the special Traffic Management Plan according to the project conditions, to submit the plan to the approval of the Project / Operations Manager,

Leading risk assessment studies on Traffic Management,

To ensure that the flagmen, operators and drivers working in the project are familiar with the requirements of this document and to provide them with training on traffic safety practices, to take a priority role in creating and updating the training content,

To carry out planning activities that will reduce traffic loads by meeting with the responsible of activities that will cause vehicle - equipment traffic in the project at regular intervals,

To ensure periodic maintenance, inspection and control of moving vehicles and equipment,



Inspecting the current status of vehicles - equipment and pedestrian roads in the field on a daily basis, ensuring that unsafe situations are eliminated,

To analyze the necessity of traffic signs, signalization and warnings in the field, to guide the logistics units about the necessary standards in the supply of these elements, to ensure that regular controls and inspections are carried out after their installation,

Working together with the Machinery and Equipment Supervisor in making the competency assessments of the flaggers, recording these assessments, carrying out the management and administration of the flaggers and contributing to their professional development.

5.9. Flagman

The responsibilities of the flaggers are as follows:

Giving signals to the driver-operator to ensure safe movement of vehicle-equipment in work areas,

Making directions to prevent drivers and operators from hitting people and other equipment,

Supervising the operation of vehicles and equipment in the field and ensuring their safe parking,

Guiding vehicles and equipment to reverse maneuver when necessary,

Guiding in order to reduce pedestrian and vehicle interaction in areas where vehicles and equipment are busy,

To act in line with the direction and administration of the Traffic Safety Officer,

To use and maintain the PPE provided to him, indicating that he is the Flagger.

The duties and responsibilities of the employees who will serve as the flagman are notified against signature.

To regulate construction site traffic and third party vehicle traffic at points where third-party vehicle traffic inevitably intersects.

5.10. For drivers and operators;

The responsibilities of drivers and operators are as follows:

- Having knowledge of the traffic rules in and out of the field (areas in interaction with third parties),
- To ensure that the vehicle or equipment used is maintained and in good condition,
- Wearing the seat belt while using the vehicle or equipment, ensuring that the other persons carry the seat belts, not moving without the other persons wearing their seat belts,
- To comply with the speed limits determined on and off the field,
- Complying with all traffic signs, signals and mandatory directions on and off the field,



- To use the vehicle or equipment with its headlights on, motion signals and alarms (reverse gear alarm, beacon lamp and alarms that work with the movement of pallets in tracked work machines),
- Vehicle – not to disable the safety equipment of the equipment,
- Not reversing where the flagman is not present,
- To comply with the flags' signs and warnings,
- Parking in designated places only.
- Not to close or block in-field transition routes unplanned,
- Not to carry any unauthorized person in the vehicle or equipment,
- To make pre-use checks before using all vehicles and equipment,
- To use all PPE required by the project when going out of the cabin in the field,
- Not smoking in vehicle or equipment cabins,
- Keeping vehicle and equipment cabins clean and tidy,
- Not to consume food or drink in vehicle and equipment cabins,
- Not using materials that will reduce the field of view on vehicle and equipment cabin windows (curtains, paper, cardboard, etc.)
- Not to leave the cabin while the vehicle or equipment is in operation,
- Stopping the engine of the vehicle or equipment when not in use,
- Not to use mobile phones and other communication tools while the vehicle or equipment is in operation or in operation,
- Not using headphones while driving a vehicle or equipment or while operating,
- Stopping the operation as soon as eye contact with the flagger is lost,
- Not to move unless the transported load is safely loaded,
- Not to smoke during refueling and to obey the warnings of the refueling officer,
- To report all accidents and incidents.

5.11. Employees

The responsibilities of the employees are as follows:

- Using the roads allocated only for pedestrians in the field,
- Not to enter vehicle-equipment roads without traffic sign, signal or flagman supervision,
- To comply with the directions of the Bayrakçı,
- To comply with the Traffic Management Plan for Pedestrians and all the rules defined in this document,
- Stopping work in case of a dangerous and life-threatening situation,



- To report all dangerous situations and behaviors,
- Using all mandatory PPE.

6. DEFINITIONS AND ABBREVIATIONS

Vehicle: It is the general name of motorized, non-motorized and special purpose vehicles, construction machinery and rubber-wheeled tractors that can be used on highways.

Circulation Plan: Signs indicating speed limits and other warnings, warnings, route information, directions and project areas, including access road hard barricades, refer to circulation plans.

Railroad Crossing (Level Crossing): They are the barrier or non-barrier crossings where the road and the railway intersect at the same level.

Moving Vehicle: All motor vehicles that can go on the road (including light and heavy vehicles).

Mobile equipment: Any machine, device or installation that acts to create a traffic supply by the operator for business use.

Highway: For traffic, it is the strip of land, bridges and areas open to the public.

Operator: It is the person who has the authority, competence and competence specific to the equipment, enabling him to contribute to the business activity (production, manufacturing, maintenance, etc.) by operating and operating the equipment.

Project: MAOG (Mersin-Adana-Osmaniye-Gaziantep) High Standard Railway Project

REC: Rec Uluslararası İnşaat Yatırım Sanayi ve Tic.A.Ş.

Driver: It refers to the person who drives and manages a motorized or non-motorized vehicle or vehicle on the highway and has the license and/or documents in accordance with the legislation of the country where the project is located.

Traffic: It is the state and movement of pedestrians, animals and vehicles on highways.

Traffic Management Plan: It is a plan created to describe the operation, process and organization of traffic management specific to a particular site and to explain traffic risks and control methods.

Traffic Signs: Signs used for the purpose of regulating the traffic, illuminated and audible signs, ground markings and the actions of the traffic police or other authorities to manage the traffic.

Transportation/Access Road: The road that interacts with the state highways providing access to the project expropriation sites activity areas.

UKOME: Transportation Coordination Center



7. IMPLEMENTATION

Mitigation Measures for Construction Traffic are listed as below:

- All subRECs will be ensured to comply with this plan,
- School bus drivers will be informed about the busiest hours of project activities,
- Necessary training and awareness training will be given to heavy vehicle drivers,
- A follow-up mechanism will be established to continuously monitor and inspect the speed control of heavy vehicles, the routes they use, and the transportation routes,
- Regulations and laws regarding the transportation of materials and loads by heavy vehicles will be implemented and additional measures will be taken. Tarpaulin, closed transport, load limits, maintenance and measurements of vehicles will be checked, environmental and social security measures will be taken,
- The grievance mechanism will be used effectively, and traffic related complaints will be recorded, evaluated, resolved and managed.
- Before starting the high-speed train construction, traffic regulation road crossing works will be carried out in consultation with the relevant stakeholders.
- Safe work zone will be established to separate workers on foot from the traffic;
- For the construction works to be conducted at location where traffic exists, safe work zones will be established by taking relevant measures (closure of roads, diversion of traffic, use of protective barriers, cones, warning lights, etc.).
- Weather forecasts will be monitored to provide advance warning of extreme weather to drivers and schedule the work accordingly.
- Temporary traffic control devices, such as signage, warning devices, paddles, and concrete barriers will be set up where required in a consistent manner throughout the work zone to provide passing motorists with advanced warning of upcoming work zones;
- Traffic control workers will be trained in topics such as traffic flow, work zone setup, and proper placement of channelizing devices.
- All workers will wear high-visibility safety apparel.

Mitigation Measures for the Impact on the Local Road Network:

- Engagement will be made with local authorities on the issue of traffic movement during construction phase.



- Residents in nearby communities will be informed about the transport routes to be used and used.
- Landfill irrigation system will be applied to prevent dust formation on the road. Regular and frequent irrigation will be applied especially in the dry period for dust reduction. Where there are sensitive products, dust screening measures will be applied.
- The grievance mechanism will be strengthened and operated along the entire route, all complaints will be recorded and resolved in accordance with the GRM procedure.
- In case of complaints, additional measurements will be made and the results will be shared with the complainant.
- Road improvement/rehabilitation will be implemented when necessary.

7.1. Competence Requirements, Evidence and Acceptance of Competence, Special Training

In the MAOG Project, only employees with the competency specified in this document are assigned in the field of traffic management. The minimum competency requirements for the designated tasks are defined below.

Table 1: Competency matrix.

Position	Professional competence	Experience	Technical Training
Traffic Safety Officer	At least Secondary Education Graduate	At least 3 years in traffic management	At least 1 day of theoretical and practical training in the field of traffic management in the last 2 years from an institution approved by the relevant project or enterprise.
Flagman	It is defined in the Construction Machinery and Equipment Procedure.		
Machinery and equipment drivers and operators	It is defined in the Construction Machinery and Equipment Procedure.		

It is ensured that the flaggers, operators and drivers, who are responsible employees in the field of traffic management, are physically and spiritually suitable for their work. Recruitment and



assignment criteria for drivers, operators and flaggers for eligibility for work are determined by the project and the eligibility approvals for these criteria are recorded.

Visitors / temporary drivers or operators are not allowed to enter the project site with mobile equipment – vehicles as much as possible. In case of permission, the project is informed about the traffic management rules, its movements in the field are kept under close surveillance and a competent worker in the field guides them as long as they are on site.

For proof of competence and acceptance by MAOG Project Management, the following must be provided.

Vocational Qualification: The original or certified copy of the relevant secondary or higher education diploma or graduation certificate.

The original or a copy of the relevant professional qualification or vocational training certificate.

Experience: An employment document or reference letter, stamped and signed by the authorized person, on the letterhead of the institution where he/she worked, showing that he/she has worked during the period of work in the relevant task or field.

Technical Training: It is the original or certified copy of the certificate containing the content, duration, date, name of the participant, information of the training provider organization, or a letter signed by the authorized person on the letterhead of the training provider institution, which contains the same information and confirms the participation in the training. . Within the training plan to be made in accordance with the MAOG-RECU-GN-GNL-IS-GNL-PRG-0003-0 HSE Training Procedure;

- Defensive Drive Training
- Anti Skid Tutorial
- Off-Road Driving Techniques Training
- Rollover, Crash Simulation Training
- Traffic Safety & Safe Driving Training

Which employees will receive the trainings listed above are defined in the Training Matrix annexed to the MAOG-RECU-GN-GNL-IS-GNL-PRG-0003-0 HSE Training Procedure.

7.1.1. License Classes:

CLASS- AGE REQUIREMENT- EXPERIENCE REQUIREMENT- THE PERIOD OF VALIDITY- OTHER CLASSES FOR AUTHORIZATION

M		16		10	
A1		16		10	M
A2		18		10	M-A1
A		20	EN AZ İKİ YIL A2 *	10	M-A1-A2
B1		16		10	M
B		18		10	M-B1-F
C1		18	EN AZ B	5	M-B-B1-F
C		21	EN AZ B	5	M-B-B1-C1-F
D1		21	EN AZ B	5	M-B-B1-F
D		24	EN AZ B	5	M-B-B1-D1-F
BE		18	B	10	M-B-B1-F
C1E		18	C1	5	M-B-BE-B1-C1-F
CE		21	C	5	M-B-BE-B1-C-C1-C1E-F **
D1E		21	D	5	M-B-BE-B1-D1-F
DE		24	D	5	M-B-BE-B1-D-D1-D1E-F***
F		18		10	M
G		18		10	M

7.2. Vehicle Classification

The following vehicles will be classified as Light Vehicles.

- Passenger cars and pickups
- Vans
- Four-wheel drive, minibuses and pickups
- Personnel transport vehicles with a capacity of 12 or less passengers
- Trucks or vans with a capacity of less than 2.5 tons.
- 2 or 4 wheel drive vehicles with a capacity of less than 2.5 tons.

The following vehicles will be classified as Heavy Vehicles.

- Trucks or vans with a capacity of more than 2.5 tons.
- Buses with a capacity of 12 or more passengers
- Semi dumpers
- Light loaders and loaders



- All dump/freight trucks
- 2 or 4 wheel drive vehicles with a capacity of more than 2.5 tons;
- Water tankers.

7.3. Traffic Signs

It is obligatory to comply with all traffic regulation and warning signs used within the scope of the Highway Traffic Law and related regulations and in order to carry out the works safely. In the Traffic Management Plan, the necessary arrangement and warning signs should be specified for the work areas and the areas where there will be interaction with third parties.

7.3.1 Sign Types

The road signs used in the MAOG Project sites are divided into 3 classes as stated in the Traffic Signs Regulation and are as follows;

1. Hazard Warning Signs (Group T)
2. Traffic Regulatory Signs (Group TT)
3. Stop and Park Signs (Group P)

7.3.2 Special Purpose Signs

It warns of temporary dangers and situations.

7.4. Speed Limits

- The minimum and maximum speed limits per hour for non-trailer vehicle types are shown in the table below, except for the records and conditions written in the Highway Traffic Law and the Highway Traffic Regulation, and unless there is a sign to the contrary, on the highways at and outside the project manufacturing site. Everyone defined within the scope of the procedure is obliged to comply with these speed limits.

Highway Speed Limits				
Vehicle Type	Inside the Residential Area	Outside of Residential Area		On Motorways
		On Intercity Bidirectional Highways	On Divided Roads	
Automobile (M1), (M1G)	50	90	110	120
Minibus (M2)	50	80	90	100
Bus (M2-M3)	50	80	90	100
Pickup Truck (N1), (N1G)	50	80	85	95
Panel Van (N1)	50	85	100	110
Truck (N2-N3), Tractor (N2-N3)	50	80	85	90
Motorcycle (L3)	50	80	90	100
Motorcycle (L4, L5, L7)	50	70	80	80
Motorized bicycle (L1, L2, L6), Non-motorized bicycle	30	45	45	Not Allowed
Vehicles carrying dangerous goods (unless there is a contrary provision in their documents)	30	50	60	70
Vehicles on the road with a special cargo transport permit or a special permit (unless there is a contrary provision in the documents)	30	50	50	60
Rubber wheel tractors	20	30	40	Not Allowed

Vehicles towing a faulty vehicle	20	20	30	40
Construction machinery (Excluding Forklift)	20	20	20	Not allowed without permission from the agency responsible for the maintenance and repair of the motorway

- The speed limits on the access roads of the project manufacturing sites will not exceed the limits shown in the table below unless otherwise indicated by signs.

Project Campus and Work Sites Speed Limits				
Vehicle Type	On Campus Roads	On-Site Roads	Secondary Roads	Village Passes
<ul style="list-style-type: none"> Automobile Minibus Bus Pickup truck Van 	30	30	30	30
<ul style="list-style-type: none"> Truck Tow Truck 	30	30	30	20
<ul style="list-style-type: none"> Vehicles carrying hazardous items (unless there is a contrary provision in their documents), 	30	30	20	Not Allowed

<ul style="list-style-type: none"> Vehicles on the road with a special cargo transport permit or a special permit (unless there is a contrary provision in the documents) 	30	30	30	20
<ul style="list-style-type: none"> Rubber wheel tractors 	20	20	20	20
<ul style="list-style-type: none"> Vehicles towing a faulty vehicle 	20	20	20	20
<ul style="list-style-type: none"> Construction machinery (Excluding Forklift) 	20	20	20	20
<ul style="list-style-type: none"> Forklift 	15	15	15	15

7.5. MEPI Guide

The MEPI (Mobile Equipment People Interface) Guide is a guide in the field of planning the activities of projects to identify and mitigate risks arising from moving vehicle – equipment traffic.

The following risk control hierarchy steps are applied to mitigate risks of intolerable magnitude determined according to the MEPI Guidelines:

Elimination / displacement

Removal

Elimination

Queuing up

Separation

Change

Engineering measures

Barricades, space limitations

Ground suitability

Vehicle / body selection

Maintenance - Repair

Lighting,

Communication tools

Stopper / embankment

Anti-roll structure (ROPS)

Warning systems

Warning signs

Visual and audible warning system

Reversing Alarms

Administrative Controls

Orientation

Competence

Location preview

Fatigue management

Procedure, plan, policy

On the job talks / TRIC

Vehicle roads

Weighbridge inspection

Homogeneous load distribution control

Canvas / wheel cleaning

Walkways

Traffic plan / control



Speed: Personal protective equipment
 Flagman Reflective clothing
 Site inspections Noise
 MEPI Guideline is shared as Appendix - 2 of the procedure.

7.6. Risk Management

Considering the traffic management parameters in the project, the risk management tool is determined and implemented according to the MAOG-RECU-GN-GNL-IS-GNL-PRG-0002-0 Hazard and Risk Management Procedure. Within the risk management tools determined for the activities that will create traffic in the project, how the hazards and risks arising from the field traffic will be managed are explained in detail.

7.6.1. Risk Assessment:

In the risk assessment to be made according to the risk management tool to be determined in accordance with the MAOG-RECU-GN-GNL-IS-GNL-PRG-0002-0 Hazard and Risk Management Procedure, all elements and good practices that may result in undesirable events, including but not limited to the ones stated below takes into account. These applications are:

- Preferring the hours when the traffic is not very busy when planning high-risk activities,
- The location of the work carried out in the field, its interaction with vehicles or pedestrians,
- Hazards specified in the traffic management plan prepared specifically for the site,
- Separation of routes with appropriate traffic controls to minimize pedestrian and vehicle interaction,
- Suitable marking, signaling and barriering to reduce vehicle speed and control pedestrian movements,
- Separation of vehicle and pedestrian roads with physical barriers,
- Providing safe access for pedestrians and people with disabilities,
- Improvement of road geometry, terrain, vegetation and other conditions that may affect visibility and visibility.
- Recording traffic management regulations for the site,
- Regular control and inspection of field traffic routes and all traffic control devices,
- Ensuring controlled passage with the flagger in the use of railway level crossings,
- At railway level crossings, taking measures to prevent damage to the crossing caused by heavy vehicle crossings,



7.6.2. Control of Risks

In cases where it is not possible to completely eliminate the risk as a result of the risk assessment, one or more of the following options are considered in order to minimize the risks:

Ensuring the job is done with safer equipment (Ex: Replacing forklifts with other load handling equipment such as walker stackers or pallet trucks),

Avoiding contact between hazards and people (e.g. creating a delivery area away from other pedestrians or their activities),

Using engineering controls (Ex: Speed limiters on forklifts, presence detection devices, breakers, etc.)

If a risk still remains after applying the above control measures, the following controls are considered in order to minimize the residual risk, as reasonably practicable:

Using administrative controls (eg, reviewing warning signs or delivery times to prevent or reduce the need for pedestrians and vehicles to interact),

Use of personal protective equipment (eg: high-visibility workwear)

If a single control is not sufficient to minimize risks, a combination of the above-mentioned controls may be used.

7.6.3. Mitigation Measures and Management Controls

A set of management controls should be developed to manage the identified risks and impacts. Basic management controls are outlined in the Traffic Management Plan. Additional procedures and guidelines may be developed as needed to support this Management Plan. It includes basic management controls determined by MAOG Project Management.

7.6.4. Use of Work-Welded Level Crossings Near Railway Line

In the works to be carried out near the railway line, access to the traffic management work area and the mobility of vehicles and construction equipment within the work area are taken into account. While preparing the Traffic Management Plan, work is carried out to meet the requirements of the MAOG-RECU-GN-GNL-IS-GNL-PRG-00029-0 Safe Working Procedure on the Line.

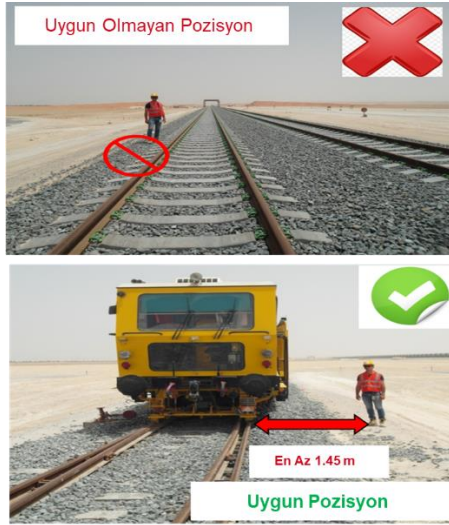
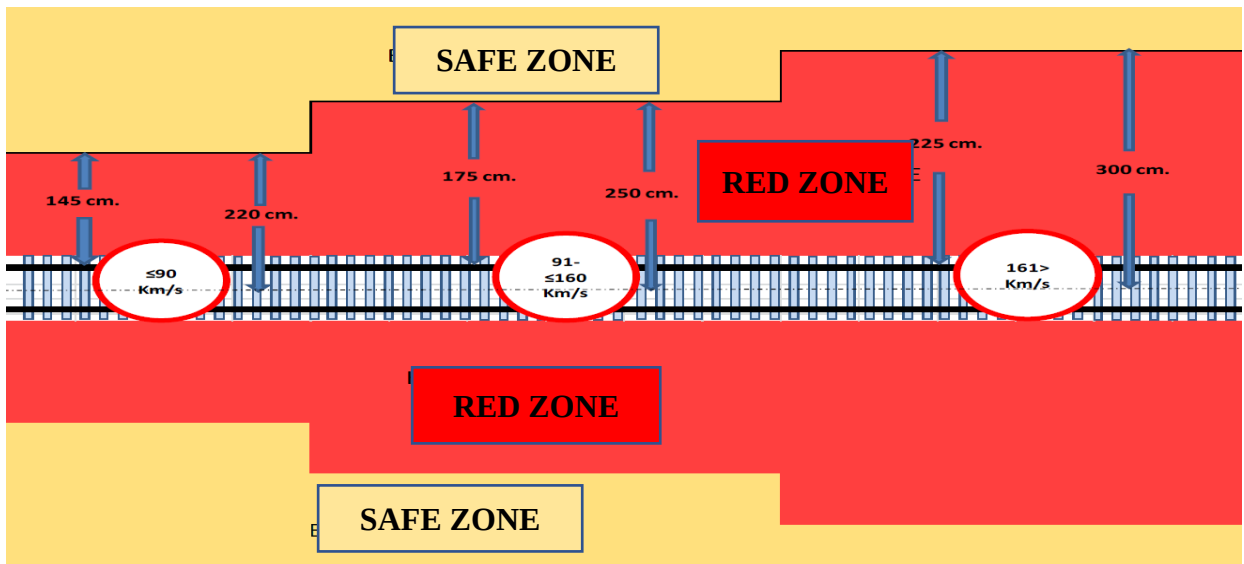
Regardless of whether the level crossings to be used for access to the work site are uncontrolled type, controlled passage will be provided under the supervision of flagner personnel in cases such as vehicle or construction machinery passing/shipping within the scope of the project activity.

To pass through the level crossings, the information from the safety watchdog and the permission of the safety manager will be acted upon. Except for the aforementioned control mechanism, uncontrolled level crossings will not be passed. Pausing or stopping on level crossings is strictly prohibited. If the vehicle malfunctions or there is another situation that prevents movement during the transition, the security officer will be informed immediately. After passing in a controlled way, level crossing pollution and so on. conditions will be checked. It will be the responsibility of the flagger personnel at the control crossing point.



Marker/Flagman Implementation

Dangerous and Safe Zone limits are respected for vehicle navigation near the railway line. Safety distances are listed below depending on the train speed running on the line.



7.7. Traffic Management Plan

It prepares a special Traffic Management Plan for the project, taking into account the existing work organization in the project. The traffic management plan includes but is not limited to the following details:

- Traffic management goals,
- Pedestrian and vehicle traffic needs analysis,
- Field traffic hazard and risk assessment,
- The expected frequency of interaction of vehicles and pedestrians,
- Management methods of traffic in times of density,



- Responsibilities of persons involved in traffic management,
- Responsibilities of people expected to interact with traffic,
- instructions or procedures for controlling traffic, including in emergencies,
- Site traffic circulation plans with the following details;
 - - Entrances, exits, access roads, excavation, waste, supply, routes,
 - - Pedestrian access routes,
 - Loading and unloading areas,
 - - Pedestrian and vehicle intersection points,
 - - Warnings, signs and markers, locations of physical barriers,
 - Locations of level crossings,
- Special transportation requirements for heavy-duty equipment,
- Methods of monitoring the effectiveness of the traffic management plan
- Communication methods of the traffic management plan

Based on the risk assessment carried out, if needed, the projects establish a traffic management committee that includes the relevant managers, supervisors, HSE Unit representative, operator and driver representatives, and the Traffic Management Officer.

This committee meets as often as it determines; daily, weekly or monthly, considering the traffic management risks, it reviews the activity plans and makes activity plans to prevent the traffic in the field or to eliminate the pedestrian interaction when it gets busy. The Committee is chaired by the Traffic Safety Officer.

Project management prepares a circulation plan within the scope of traffic plans and ensures that it is kept in areas where drivers can see it at the project entrances.

7.8. Reducing Vehicle, Machinery Equipment Traffic

In the project, traffic needs analysis is carried out periodically under the leadership of the Traffic Safety Officer and with the participation of all activity responsible. In this study, the pedestrian and vehicle traffic requirement that will be caused by each activity to be carried out in the field is determined.

As a result of this analysis, measures are defined and implemented in order to reduce the amount of traffic needed. Measures may include:

- Establishment of equipment parking areas away from employees' places,
- Increasing the number of entrance and exit gates to the field as much as possible,
- Determination of visitor and employee parking areas off-site,
- Vehicle restrictions at the site entrance,



Action planning to reduce the number of moving equipment using field roads at the same time.

The traffic need analysis and the measures defined for this item are specified in the Traffic Management Plan and are updated periodically.

7.9. Reducing Mobile Vehicle - Equipment and Human Interaction, Minimizing Its Impact

In cases where vehicle traffic cannot be eliminated or the risk of its reduction cannot be reduced to a reasonable level, measures are taken to eliminate vehicle and pedestrian interaction.

At the beginning of these measures is the separation of pedestrian and vehicle roads in the field with physical barriers. With this method, it is ensured that pedestrians are not on the vehicle roads in any way.

In addition, the following measures are taken:

Pedestrian entry restriction in areas where mobile vehicles are busy (such as loading and unloading areas),

Vehicle entry restriction in areas where pedestrians are concentrated,

Appointing sufficient number of flaggers to warn and guide pedestrians and vehicles in case of possible non-compliance,

If the intersection of pedestrian and vehicle traffic is unavoidable, sequencing with overpass, signaling or markers at these intersections,

Good level of illumination on all pedestrian and vehicle roads and especially at intersections,

The ground and route of the pedestrian roads should be formed in a way preferred by the users and any materials etc. not blocked by

Activity planning such that pedestrian and mobile equipment are not concentrated in the same place at the same time.

Project-specific measures to eliminate mobile vehicle-equipment and human interaction are not limited to the above.

Sample applications that will eliminate mobile vehicle-equipment and human interaction are indicated in the figures below.

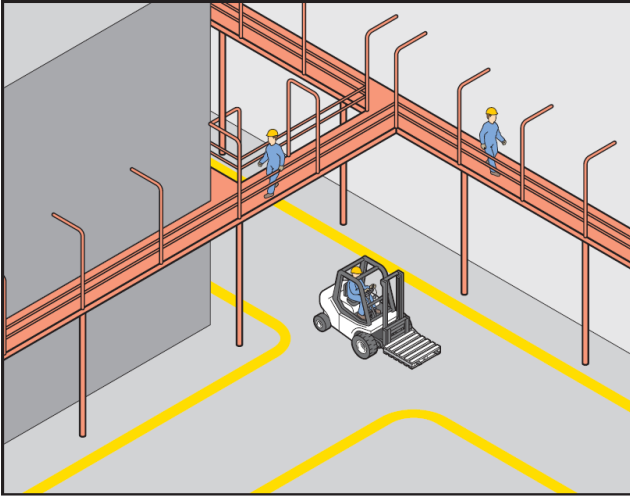


Figure1: Vehicle – equipment and pedestrian path separation example – Pedestrian paths taken up.

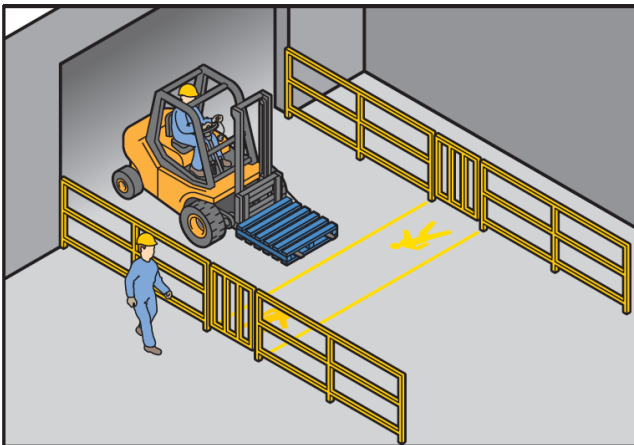


Figure2: Vehicle – equipment and pedestrian path separation example – Standard barriers



Figure3: Vehicle – equipment and pedestrian path separation example – Crash-proof barriers

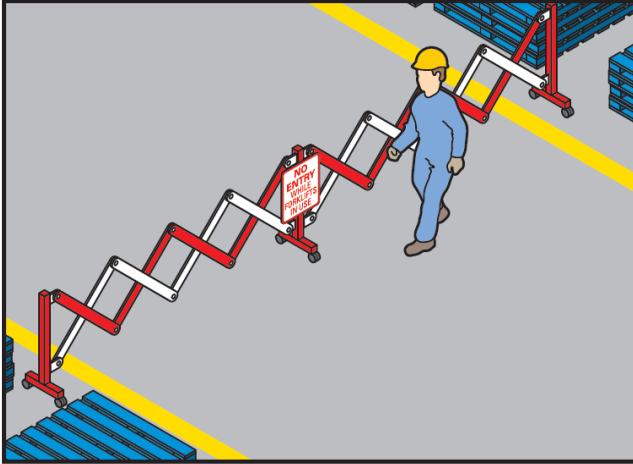


Figure4: Vehicle – equipment and pedestrian path separation example – Temporary barriers

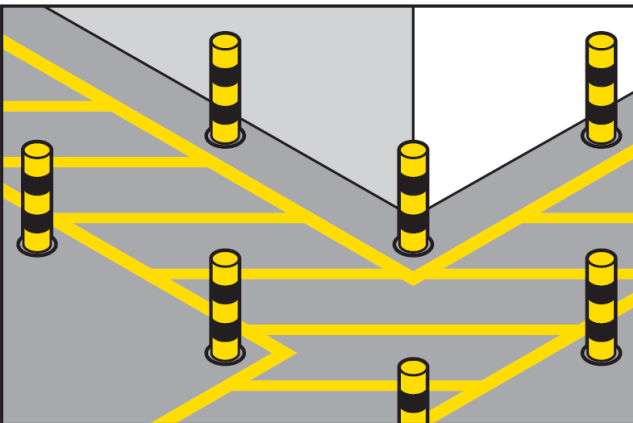
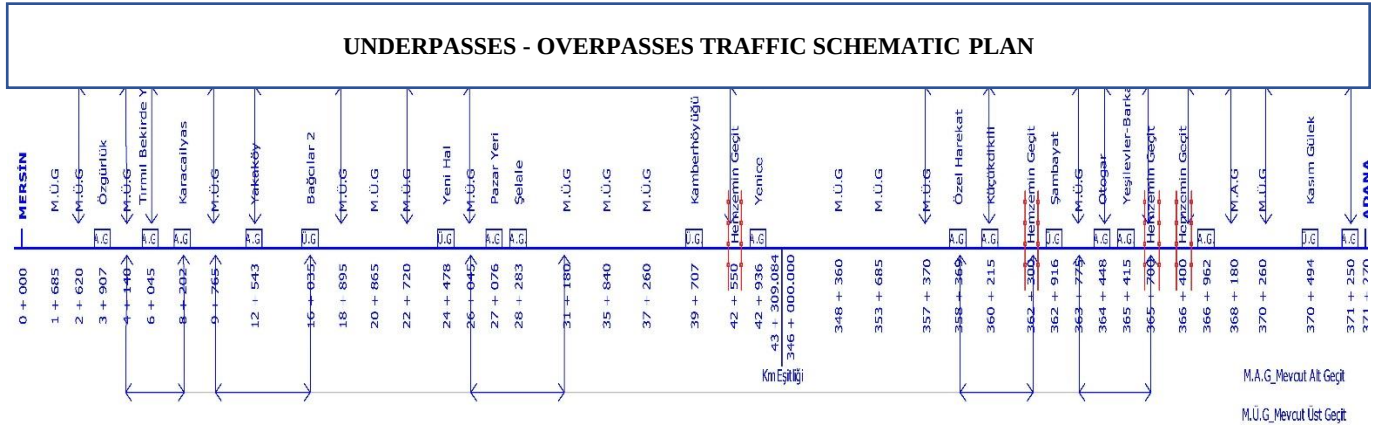


Figure5:Example of vehicle – equipment and walkway separation – Painted and protected at critical points by strong struts.

7.10. Areas to Create Traffic Circulation Plan and Schematic Plan

During the manufacture of the art structures (Overpass, Underpass, Culvert, etc.) to be manufactured within the scope of the project, the relevant institutions/organizations (UKOME, etc.) should be contacted and the necessary permit processes should be followed. Preparation of circulation plans and permit processes are carried out by the Traffic Safety Officer. Traffic Circulation Plans are created by considering the requirements of MAOG-RECU-GN-GNL-IS-GNL-PRG-0002-0 Hazard and Risk Management Procedure and Highway Traffic Law. While creating the plans, care is taken to keep the third-party vehicle traffic and the construction site vehicle-machine traffic separate from each other.

The major engineering structures to be manufactured and the route km information they take place in the project are given below. The elements to be interacted with at these points and the details of the measures to be taken will be included in the Traffic Management Plan.



7.11. Reducing the Backward Maneuver

Reversing maneuvering of the moving vehicle – equipment is avoided as much as possible in the project. Where avoidance is not possible, the following measures can be applied:

One-way planning and creation of field access roads,

Identifying and marking reversing maneuver areas, well lit and not allowing pedestrians to enter,

Reversing alarm / motion alarm in vehicles, use of mirrors, sensors and cameras,

The reversing maneuver must be carried out under the guidance of competent flaggers.

7.12. Mobile Vehicle - Availability of Equipment and Access Routes

The following measures are taken, where reasonably practicable, to eliminate hazards arising from the moving vehicle – equipment or access roads used:

Application of age limit for mobile vehicle – equipment,

Ensuring that mobile vehicle - equipment maintenance is carried out in accordance with manufacturer's instructions, legal requirements and REC requirements,

Daily and monthly checks and follow-ups of moving vehicle – equipment,

Periodic inspections and visas of mobile vehicles and equipment and their close follow-up,

Construction of the ground of the access roads in accordance with the usage load and traffic density, Physical barriers protect shoulders and excavations where mobile vehicle – equipment can fall on access roads.

All conditions and monitoring methods defined for moving vehicle – equipment and access roads are specified in the project / operation Traffic Management Plan.



7.13. Employee Informing and Supervision

At the workplace, the persons and methods that will provide the MAOG Project employees, all subRECs, suppliers and visitors with the necessary information, training, instructions and supervision to protect themselves and others from traffic-related risks are defined and specified in the project Traffic Management Plan.

In the light of the methods specified in the Traffic Management Plan, all employees, suppliers and visitors regarding field traffic practices (e.g. pedestrian and vehicle roads, markings, speed limits for drivers and operators, parking areas, reverse maneuvering areas, duties and responsibilities of flagmen, prohibited areas) etc.) training and information are provided and updated at regular intervals. Training and information records are kept. Detailed information on visitor trainings can be found in the MAOG-RECU-GN-GNL-IS-GNL-PRG-0003-0 HSE Training Procedure.

Information and trainings are prepared and organized in a way that all employees can understand. All managers, supervisors, engineers and foremen working in the MAOG Project are responsible for warning about the dangerous situations and behaviors they see regarding traffic safety, and to take steps to ensure that these situations and behaviors are eliminated.

The MAOG Project analyzes the training needs of all drivers as a result of the risk assessment on driving safety and ensures that they receive driving training during their employment. In driving training, safe driving conditions and expectations in the project must be clearly conveyed and explained to all drivers. Based on the risk assessment, drivers receive the trainings specified in the Training Plan, which is an appendix to the MAOG-RECU-GN-GNL-IS-GNL-PRG-0003-0 HSE Training Procedure.

7.14. Signs, Warnings and Visibility

In order to reduce field traffic risks and to increase visual warnings and visibility, the following additional measures are taken in the project:

The use of flashers and other illuminated signs at intersections of moving vehicles - equipment and pedestrians and other possible critical points,

Use of high-visibility workwear for all employees,

Using the headlights of the vehicles on,

Signs, convex mirrors, indicating vehicle and pedestrian route routes and route changes,

Traffic lights applications on pedestrian-vehicle intersections.



7.15. Safe Working Practices

The MAOG Project Management is required to create the driving rules, share them with the employees, and have them signed and recorded by all drivers and employees, without being limited to the following requirements.

Project driving rules: Project Management determines the driving rules for all trips that will take place within the scope of the project and announces them to all drivers. It implements programs to encourage compliance with these rules, determines and implements sanctions for violations.

Safety belt It is mandatory for all drivers and operators to use seat belts while working or moving with vehicles and equipment at the project site. If the vehicle and equipment has the capacity to carry passengers other than the driver or operator, all passengers except the driver or operator must use seat belts during movement and operation.

Cell phone use: It is forbidden for the driver or operator to use mobile phones, other communication tools (except for listening to the Beacon's radio commands), other video and audio devices, headphones and any other device, equipment or tool that will distract attention during the operation or movement of vehicles and equipment at the project site. Passengers in the vehicle or equipment may not engage in any behavior that may distract the driver or operator.

In obligatory cases, drivers are expected to take the vehicle to a safe area in accordance with the traffic rules in a way that does not endanger themselves and the traffic, and carry out their negotiations.

Alcohol and Drug Use: It is forbidden to use alcohol or drugs in the project site or to be in the project under the influence of alcohol or drugs. Persons who violate this prohibition will be sanctioned under the "Zero Tolerance Policy".

Details on the zero tolerance policy are contained in the MAOG-RECU-GN-GNL-IS-GNL-PRG-0006-0 HSE Disciplinary Procedure.

Unauthorized Passengers: REC property or mobile vehicles – equipment rented by REC for use in the project cannot transport persons who are not employees of the REC or contracted subREC.

Tired Driving: Working hour requirements for drivers and operators at the REC are determined by local legal requirements. It is ensured that drivers are sufficiently rested before starting each trip. Drivers are reminded in training and briefings that they should regularly stop in a safe place and take a break when they feel tired. Maximum driving hours and minimum resting times recommendations are detailed in Table 2. Driving and resting times defined for the project are specified and implemented in the Traffic Management Plan.



When drivers have to drive in severe weather or rough terrain, working hours are determined by the risk assessment.

Working and break times of drivers and operators are monitored and recorded.

MAOG Project Management applies awareness programs to drivers in this area, creates an inspection plan that will eliminate the risk of drivers driving when they are tired, and performs the inspection of the implementation stages. The management of these activities is carried out by the traffic safety officer.

The following rules regarding driving and duty hours (Table 2) apply to all drivers.

Table Recommended work and break times for drivers

Requirement	Rule
Maximum driving time between breaks	15-minute break every 2 hours.
Required break time out of 4 hours total driving time	30 minutes
Maximum duty hours in a 24-hour period.	11 hours (i.e. the vehicle cannot be used after 11 mission hours) (Duty hours include work-related travel).
Maximum driving hours in a 24-hour period	8 hours in total, excluding commuting time, 9 hours including commuting time.
Leave period after 6 days	At least 24 hours of uninterrupted rest before driving again.
Minimum daily rest period between work shifts, if appropriate	11 hours (can be reduced to 9 hours for a maximum of 3 times a week)

Parking Applications: There may be a parking space requirement for field workers, visitors, suppliers and other requests. It is ensured that the parking areas have the following qualities:

Located away from busy work areas and traffic arteries,

Walking routes where pedestrians can reach their vehicles safely are defined and physically separated, clearly marked, well lit and unblocked,

It is planned to be suitable for parking with reverse maneuver.

Loading and Unloading To minimize the risks associated with loading and unloading, operators are provided with adequate information about the nature of the load and the need for it to be loaded,



secured and unloaded appropriately. The loading and unloading area provides the following qualities:

Away from heavy traffic and people not involved in the activity, with flat floor,

Separated from other work areas,

Away from overhead cables, pipes or other obstructions,

Not exposed to bad weather if possible.

Before loading or unloading, make sure that the brakes of vehicles and trailers are active and that all outriggers are in the correct position if used. There is a safe place for drivers and operators to wait during loading and unloading.

Measures are taken to prevent vehicle traffic during loading or unloading in loading areas.

The circulation of heavy tonnage loads in the project area:MAOG Project Management plans the activities such as heavy tonnage equipment entry to the site, circulation within the site, loading and unloading, evaluates the risks specifically and defines and implements the measures. It keeps records of planning and risk assessment. In the planning carried out, as a minimum;

- Duties and responsibilities of the persons to be assigned,
- Tools and equipment used and their technical specifications,
- There are on-site circulation plans and lifting plans.
- Dump Discharge:The following precautions are taken to prevent events such as equipment tipping during dumping operations:
 - Tipper discharge is carried out on flat and leveled ground,
 - Towing units and articulated trailers are aligned,
 - Wheel stoppers are used where possible,
 - The tailgate is released and secured before tipping over.
 - It is ensured that there are no pedestrians in the unloading area,
 - Vehicle is not left unattended and cabin doors are kept closed.
 - Make sure that there are no overhead obstacles such as power lines,
 - If loads stick to the damper during unloading,
 - The equipment is not driven to unload, the tipper is lowered and then raised again.
 - Operators are not allowed to climb into the elevated tipper section to unload the load.
- Equipment Overturn:Moving vehicle – to minimize equipment tip-overs, ensure that:
 - Vehicle-equipment suitability,
 - The condition and slope of the surface,



- Vehicle – equipment operating speed,
- Avoiding sharp bends in the field,
- The nature and location of the cargo,
- Rollover prevention structures (ROPS).

Drivers and operators are kept under surveillance to maintain safe working habits.

Truck Covering: The following steps are followed to prevent falls while covering:

Wherever possible, the opportunity for covering to avoid working at height is sought,

If it is not possible to avoid working at height, obstacle platforms are used to prevent falling,

If there is still a risk of falling, personal protective equipment is used to minimize both the distance and the consequences in the event of a fall.

Collective protective measures are given priority at each step.

The walkways of the working platforms are made of non-slip material. The manufacturer is consulted before installing a coating system on any truck.

Smoking In vehicles and equipment at the project site, when parked, during operation or movement; It is forbidden for the driver, operator or passengers to smoke or act or act in an open flame or hot spark that may cause a fire.

Pre-Use Checks: All mobile vehicles - equipment used in the project are subject to pre-use control by the driver or operator before use. Although pre-use checks are not recorded for automobiles and pick-up vehicles, for heavy-duty equipment these checks are made and recorded on a checklist. Pre-use inspection requirements and forms defined for heavy-duty equipment are defined in the MAOG-RECU-GN-GNL-IS-GNL-PRG-00013-0 Construction Equipment and Equipment Procedure.

Emergencies: Drivers / operators or passengers should never jump from equipment in motion or out of control.

Personal Protective Equipment It is mandatory for drivers and passengers to wear reflective vests on and off the field to increase their visibility when outside or near moving vehicles. These vests are delivered to all drivers with a report by the relevant REC Administrative Affairs department within the scope of PPE. The situations in which these vests should be used are defined in detail in the driver's instructions.

Night Drive: All vehicles driving at night must have working and working headlights and taillights and signals. When driving with high beams, it is necessary to switch to low beams at least 200 meters before encountering traffic coming from the same or the opposite direction. Vehicle drivers should check that the headlight and taillight assembly and signals are in working condition before moving with the vehicle.



7.16. General Transportation and Traffic Safety Rules

REC MAOG employees and subREC employees must comply with the following rules on all roads within the access road and manufacturing site, as well as the highways around the project site.

- Local authorities will be informed regarding the date, time and route of the transportation activity.
- Traffic signals and signs will be set up and will be clear and visible
- Temporary traffic control methods will be applied at intersections and connections that hold higher risk for accidents.
- All drivers will obey the national speed limits and the drivers will be trained on the all Turkey traffic rules.
- REC to ensure construction area provides measures and signage for safe pedestrian crossing. Crossing locations should take into account community preferences, including those related to convenience or personal safety.
- Installation of barriers (e.g. fencing, plantings) to deter pedestrian access to the Project except at designated crossing points.
- Supervision and escort for heavy machinery (which requires escort and permit in line with national Legislation) will be provided.
- Supervision for vehicles carrying construction materials and equipment that pass over public or private roads and railway crossings will be provided.
- Project related traffic will be regulated during certain dates and times where local community will require to commute (to/from schools, commercial areas etc.) or take on any agricultural activity (animal grazing or other farming activities etc.).
- Temporary access to private property or appropriate accessing alternatives will be determined in consultation with the land owners or users.
- Local authorities and community will be provided with detailed information on closure of roads during the road and railway crossings.
- Methods for every road crossing will be determined and agreed upon with authorities prior to taking any action. All methods and construction techniques proposed by the REC will aim to minimize possible disruptions caused by road crossings.
- REC will ensure that road safety training will be provided to employees.
- The schools nearby the Project site will be informed about the peak movements of the vehicles and vehicle traffic will be minimized during hours when children are traveling to and from school.



- Heavy machinery and vehicles utilized in transportation activities (including transportation of personnel) will be used by qualified and licensed drivers.
- All drivers will know and comply with all traffic signs, are will be made aware of hotspots of intense traffic that are expected along the route and are trained properly for on and off-road conditions.
- Managing and monitoring of working and resting hours drivers will be undertaken according to Turkey Legislation.
- Monitoring security arrangements for loads, vehicles and drivers will be undertaken according to Turkey Legislation.
- All project work sites, Project Facilities, temporary roads, and traffic management works will be will be signposted in line Turkey Legislation and as required by the Traffic Management Plan TMP).
- Night drive/transportation will be limited as much as possible to reduce the risk of accidents and obtaining necessary permits shall night transportation be required.
- Compensating damages caused by an accident due to project activities will be undertaken according to national legislative requirements and the Grievance Mechanism defined in the Stakeholder Engagement Plan (SEP) of the Project.
- A Grievance Mechanism Procedure will be set up for communities and individuals to formally communicate their concerns, complaints and grievances and facilitate resolutions that are mutually acceptable by the parties.
- The routes of the roads that will be used and the peak hours of the usage of the roads will be shared with village heads and management of the schools.
- The CLOs of the RECs will provide awareness trainings to schools if there is a school located on the route of the roads that will be used.
- Installation of barriers (e.g. fencing,) to deter pedestrian access to the Project construction area except at designated crossing points
- All drivers and operators will have the appropriate class driver's license and/or operator's license.
- It is forbidden to use company vehicles for personal purposes other than those specified in the relevant procedures.
- It is forbidden to engage in behaviors that will complicate, endanger, create obstacles, prevent or make it difficult to see traffic signs, write on traffic signs, damage or relocate them by breaking, drilling, dismantling or otherwise.



- All drivers/operators and passengers in vehicles, work equipment and personnel service vehicles are obliged to use seat belts.
- During village crossings or traffic and transportation activities where the people of the surrounding area may be affected, the local people will be prevented from being harmed by the activities with sufficient number of flaggers and warning signs.
- The speed limit will be applied as 20 km/h for all vehicles and construction machinery at village crossings.
- When the tractor is to be passed in areas close to the villages, it will be ensured that the tractor driver notices the vehicle by sounding the horn before it starts to pass.
- All work equipment and vehicles in the manufacturing area will have yellow flashing beacons while they are in motion. The beacons will be fixed to the appropriate places on the upper part of the vehicles.
- Employees shall not operate any construction equipment or vehicle unless they are instructed to do so and without the appropriate driver's license/operator's license.
- No one other than the operator may travel unless the work equipment has secure seats or seating for other workers.
- It is obligatory for vehicle drivers and construction machine operators to comply with the maximum speed limits determined by traffic signs at the manufacturing site. Drivers should reduce their speed below the limits according to the weather, road and traffic density.
- Moving vehicles will not be boarded or disembarked from moving vehicles.
- Operators or drivers will stop the vehicle completely and apply the parking brake before leaving the cabin of the vehicle or truck they are using.
- Vehicles and construction equipment will be parked backwards to the exit direction as long as they do not pose a safety risk. Warnings and signs in this regard will be respected.
- All field vehicles and work machines will have working reversing alarms.
- Employees shall not travel by hanging on the outside of vehicles and work equipment.
- It is forbidden to use mobile phones while using vehicles and work machines. Cell phone calls will be made after the vehicle/construction machine is parked in a safe place off the road.
- Long materials (loads) will be transported by suitable vehicles. Loads can be transported no more than 2 meters from the rear of the vehicles and 1 meter from the front. Drivers are responsible for transporting loads safely. When any load appears to be protruding from the vehicle body, the load



shall be well secured and marked for visibility. If transportation outside the standards will take place, it will be done with an accompanying vehicle.

- Operators and drivers will prevent contact with cargo and vehicle by constantly observing overhead power lines, transitions under conveyor belts and signs indicating them.
- Smoking and eating/drinking are prohibited while using vehicles and work equipment.
- Drivers/operators will clean up immediately if the headlights, lamps and turn signals are covered with mud in wet weather.
- Overtaking is prohibited on sections of the road where there is no overtaking sign or where overtaking would pose a danger.
- In all vehicles moving in and out of the manufacturing area, the equipment listed in the Table No. 1 in the 'Highway Traffic Regulation' (the table showing the equipment to be kept in the vehicles and their qualifications) will be available and will be available. Although the equipment specified in the chart is available, it is obligatory to have at least 1 fire extinguisher, 2 triangle reflectors, first aid kit, spare wheel (spare tyre), jack, chock, wheel wrench, towing rope, flashlight, reflective vest and chain in winter.

Travel Plan:

Regarding construction travel plan, these mitigation measures will be taken:

- Provisions of buses to transfer workers from the workers accommodation and from local communities to the work-site and back
- Minimise the number of private vehicles entering the construction compounds (where the workers accommodation will be), or construction compounds of worksites
- Ensure there is sufficient car parking space at the workers accommodation and work site within the land allocated to the Project
- Measures to ensure car-sharing or other sustainable travel (public transport, cycling, walking,) is promoted

8. MONITORING, ASSURANCE AND VERIFICATION

- Key success indicators (KPIs) of this procedure will be monitored, verified and evaluated by the relevant parties in accordance with their responsibilities set forth in the E&S Governance document, within the scope of the MAOG-RECU-GB-GNL-IS-PRG-0007-0 HSE Monitoring, Assurance and Verification Procedure.



9. ANNEXES

- ANNEX - 1 Feedback Form

User Feedback Sheet			
The user shall give feedback to the responsible parties of the document for required action in case there are inaccuracies, errors or uncertainties identified in the document. The user is requested to submit this form by completing it in full and clearly indicating the suggested changes.			
User Name			
Document No.		Date	
Page Ref.	Descriptions and Reasons for Changes / Corrections Considered Necessary		
Send this Sheet to:	Supervisor or Corporate HSE Management Department		