

Istanbul SUMP Stage II - Implementation Plan

TR14SR306 - NEAR/ANK/2022/EA-RP/0082

SUMP İstanbul Citizen Information Meeting 3: Low Emission Zones

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REPORT INFORMATION SHEET

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1. BACKROUND AND SCOPE

In line with Istanbul SUMP Stage I, Istanbul SUMP Stage II aims to analyse the current mobility and transport situation, develop an activity-based transport model, detail the policies and actions to be implemented, and prepare a project pipeline for the SUMP, mainly related to transport systems, taking into account the following principles

- Increased accessibility through sustainable transport modes with a sustainable mobility approach;
- Benefit from multimodal transport solutions with the integration of all transport modes; promote non-motorised transport (walking and cycling);
- Ensure co-operation between institutional units and provide capacity building where necessary;
- Involving citizens, stakeholders and underrepresented groups;
- Defining a long-term vision and clear SUMP implementation plan through core projects;
- Develop monitoring and evaluation processes that ensure effective implementation and secure project implementation.

It is aimed to inform the citizens about the content of the Istanbul SUMP Stage II Implementation Plan, to establish the first contact with citizens and stakeholders, and to ensure the inclusion of stakeholders in the process. During the event, information was provided on the "Low Emission Zones" project, one of the pilot projects carried out under the Istanbul SUMP Stage II Implementation Plan, and the aims, objectives and content of this project were explained. In addition, information was provided on the project processes and the first feedbacks on the project were received.











2. İSTANBUL SUMP CITIZCENS INFORMATION MEETING – 4 PROGRAM

Low Emission Zones Istanbul Citizens' Information Meeting was held on October 23, 2024 at Taksim Point Hotel. Following the registration process that started at 9:30 am, the meeting was opened at 10:15 am by Miray Özkan, Stakeholder and Engagement Specialist. The meeting agenda was then shared with the participants. Ms. Özkan invited Ms. Seda Özdemir, Deputy Director of Istanbul Metropolitan Municipality Transportation Planning Branch Directorate, to the stage for her opening speech and SUMP Stage II presentation. Ms. Özdemir made her opening speech and then presented the Istanbul SUMP Stage II. At 10.30 am, Mr. Benjamin Richards, Project Manager from the Ramboll team, presented "What is a Low Emission Zone? How is it Implemented?" presentation. After the Question & Answer session between 11:00-12:00, a lunch break was organized. After the lunch break, a workshop was held at 13:15. After the evaluation session starting at 14:15, the 4th Citizen Information Meeting ended.

Event	Time
Registration	09:30 - 10:00
Opening Speech	10:00 - 10:15
İstanbul SUMP: Stage II - Implementation Plan Project Presentation	10:15 – 10:30
"What is a Low Emission Zone? How is it implemented?" Presentation	10:30 - 11:00
Question & Answer	11:00 – 12:00
Lunch Break	12:00 - 13:15
Evaluation Workshop	13:15 - 14:45
Closing Session & Next Steps	14:45 - 15:00

Table 1: Istanbul SUMP Citizens' Information Meeting 4 Program

The citizens' information meeting was attended by 63 people. Participants included the project team and staff from IBB's relevant departments, as well as representatives from professional organizations, civil society organizations, city councils and academics. A detailed list can be found in the report annex.











3. EVENT SESSIONS

3.1 Opening Speech and İstanbul SUMP Stage II Presentation

Ms. Seda Özdemir, Deputy Director of IMM Transportation Planning Branch Directorate, gave a general information presentation on the Istanbul SUMP Stage II Implementation Plan following the opening speech (Annex 1). In the presentation, she summarized the implementation plan, which is the second phase of the Istanbul Sustainable Urban Mobility Plan (SUMP), and explained the purpose of the project, capacity providers, SUMP approach and mentioned the plans and projects to be realized within the scope of the study. She mentioned that this study is carried out in cooperation with the Ministry of Transport and Infrastructure and Istanbul Metropolitan Municipality and covers a period of 30 months between June 2023 and December 2025. She stated that the main objectives of the plan are to create a people-oriented, accessible and safe transportation system by reducing carbon emissions, and in this context, pilot projects will be carried out to promote bicycles, micromobility vehicles and pedestrian transportation, to develop implementation tools such as traffic calming, healthy streets, low emission zones and to make the transportation system resistant to disasters and crises.



Figure 1: Opening speech by Ms. Seda Özdemir, Deputy Director of IMM Transportation Planning Branch Directorate and Presentation of Istanbul SUMP Stage II Implementation Plan











3.2 Informative Presentation on Low Emission Zones

At 10.30 am, Mr. Benjamin Richards, Project Manager from the Ramboll team, presented "What is a Low Emission Zone? How is it implemented?" (Annex 2). In his presentation, he mentioned that low emission zones are implemented in different cities to reduce air pollution caused by vehicles. He stated that it aims to reduce the impacts of vehicle traffic on human health by reducing air pollution and emissions. Mr. Richards underlined that low emission zones encourage healthier and more sustainable transportation methods. They reduce carbon emissions and traffic, create safer and healthier spaces, increase the use of public transportation and encourage walking, cycling and other healthy modes of transportation. He mentioned that it has been implemented in many cities around the world to provide a cleaner transportation model. He shared with the participants that there are three different low emission zone practices and stated that these are banning high polluting vehicles from entering the designated zone, requiring high polluting vehicles to obtain a permit to enter the zone, and charging a fee for specific vehicles entering the zone. In his presentation, Richards gave examples of policies being implemented in Berlin, Barcelona, London and Stockholm for three different applications. He shared with the participants data on the decrease in the percentages of particulate emissions and nitrogen oxide emissions in the city of London after the implementation of low emission zones.

Then he stated that Beyoğlu, Fatih and Kadıköy districts were selected as pilot project areas for the implementation of low emission zones in Istanbul. In this context, he concluded his presentation by sharing with the participants the questions that need to be asked and evaluated while determining the boundaries of low emission zones (Where should the zones start?, How else will people travel?, What tools should the program include, What is a fair approach?, What is practical?



Figure 2: Benjamin Richards' presentation "What is a Low Emission Zone? How to implement it?" presentation











3.3 Question and Answer Session

Stakeholder and Engagement Specialist Ms. Miray Özkan informed the participants that this was the first citizens information meeting on low emission zones and that separate meetings will be organized for each district where pilot projects are located in the future. Afterwards, the participants were expected to write their questions about low emission zone practices on the Mentimeter platform.

After the questions were written, starting with the most voted questions, all questions were grouped according to their context and answered by Ms. Seda Özdemir, Deputy Director of IMM Transportation Planning Branch Directorate, Prof. Dr. Haluk Gerçek, Project Consultant, Mr. Benjamin Richards, Ramboll Project Manager and Ms. Shaleen Srivastava, GIZ Team Leader.

The questions asked by the participants are detailed below:

Questions
When organizing low emission zones in cities abroad, there must be logistics
planning for commercial enterprises, but are these sufficient? Can we get information
about this?
When will these projects be implemented?
What will be your roadmap for communication campaigns, how many people will you
be able to reach? How do you plan to convince the permanent users of the area?
Istanbul is in a very rapid urban transformation process. Therefore, trucks carrying
rubble, concrete and materials are in traffic very intensively. How can earthquake
preparedness and emission-free zone be solved in this context?
In the peninsula region, public transportation is already quite crowded, won't it put
more burden on public transportation?
What is the impact of the low emission zone on traffic congestion?
What changes will there be for car owners working in these areas?
Do you plan to implement congestion charging and low emission zones together?
In terms of low emission zones based on charging, what will be the implications for
local residents living in low emission zones?
If there will be fees for vehicles to enter the LEZ zone, where will the revenue be
spent? For example more investment in public transportation?
Is the emissions data reliable?
The designated LEZ areas are also main tourism areas. Taxis and tourism vehicles
are widely used in these areas. What will be the strategies for tourism vehicles?
Aren't emissions expected to increase in areas that will be outside the LEZ with the
implementation of vehicle restrictions? Are there therefore additional measures or
strategies to accompany this?











Declaring a low emission zone is something that scares local citizens. There is a perception that vehicles will be banned from entering the zone, how will you manage this situation?

In the case of Istanbul, could vehicle-based restrictions also lead to income-based restrictions?

According to which criteria were the low emission zones selected? The selected districts have sub-regions with very different characteristics. Were different assessments made on the basis of these regions?

When creating low emission zones, emissions are concentrated in the

neighborhoods. How do you plan to prevent this?

Do you think there is a situation where different projects are being carried out

simultaneously in different districts (regions) without sufficient communication with each other?

Will the main objective of the project be to reduce air quality or to reduce traffic congestion and travel times?

Which of the 3 different low emission zone alternatives mentioned in the presentation are planned to be used for the pilot regions?

Positive impacts on air quality not only in the low emission zone but also in the

surrounding area were mentioned, but could there also be negative impacts?

Short and medium term for the implementation of LEZs was mentioned. How long does the short and long term cover?

What measures do you plan to take to ensure that low emission zones do not lead to gentrification?

How is the new transportation model for SUMP being made, what are the impacts of the new metro lines on emissions?

Will there be exceptions, in particular is there a plan for emergencies?

If there are plans to restrict vehicle access to certain areas to create low emission zones, won't this lead to more traffic congestion?

All 3 regions are coastal districts. It would be nice if all Istanbul coasts, especially the Bosphorus line, were low emission zones in order to make more use of the coasts and make them free of vehicles.

While low emission zones are being organized, what is your suggestion for excessive traffic and human density on match days in the area where Fenerbahçe and Dolmabahçede stadiums are located?

What is your solution for the streets and avenues of Istanbul, which have the appearance of large parking lots, to be free of vehicles and for the concept of healthy streets to be implemented?











70.000 households were surveyed. Which regions of Istanbul were surveyed? What is the effect of single and double license plate application on emission reduction?

To what extent are district municipalities, other local actors, civil society organizations, etc. involved in the projects?

How do you intend to solve the problematic transportation lines that are created by the appropriation of neighborhoods formed by slums to the city plan?

What is your communication strategy for local actors and civil society to contribute to

the process? Do you face problems in data collection?

Is there enough coordination with IMM units?

When are the SUMP outputs planned to be put into permanent practice in the field?

You also stated that you aim to increase maritime transportation as an alternative.

What are the measures planned to reduce emissions from heavy Bosphorus traffic and maritime transportation?

What is the priority SKHP action targeted for Kadıköy and in which region or neighborhood will it be implemented?

You said that roadside parking will be removed in cooperation with district

municipalities. You added that if there is no need in that area? Where is there no need for parking?

Is the topographic structure taken into account when determining low emission

zones? I think it should be taken into account if we are thinking of increasing active transportation (pedestrian, bicycle, etc.) in these regions.

Are the possible outcomes of these practices tested in any simulation environment?

For Kadikoy and Beyoğlu, which are low emission areas, are the traffic volumes in these areas high? Are the side streets dense in terms of traffic?

It is understood that the studies are based on reducing the emission caused by active vehicles in transportation. Can you provide information on how to prevent the

negative impact of vehicles in standing traffic?

How will the restrictions in LEZ zones be applied to public transportation vehicles such as IETT vehicles, minibuses, etc.? Does the IMM have a plan and budget for low emission public transportation?

Table 2: Questions submitted by participants via the Mentimeter platform













Figure 3: A photo from the Q&A session

The information provided by the SUMP team representatives within the framework of the views shared by the participants and the questions they asked in the Q&A section is presented under the following headings.

Household Surveys and Data Collection

Household surveys were not limited to Istanbul, but were also conducted in neighboring provinces such as Kocaeli and Tekirdağ. During the data collection process, cooperation was established with district municipalities, local communities and civil society organizations. It was stated that the data obtained was used for the development of a transportation planning model and analysis was carried out for the transportation needs of Istanbul.

Project Process

Regarding the feasibility of the pilot projects and the use of financial resources, it was stated that the Istanbul SUMP Stage II project will continue until December 2025 and that the implementation works will continue after the project by providing new financial resources.

- Roadside Parking and Parking Lot Planning
- Roadside Parking and Parking Lot Planning

Regarding the reduction of large parking spaces, it was emphasized that there is strong cooperation with district municipalities to prevent illegal parking and make more efficient use of public spaces. In parking planning, it was stated that allocating fewer parking spaces closer to urban centers contributes to the goal of reducing private car use. It was also stated that modeling studies conducted within the scope of the Istanbul Parking Master Plan, which was updated in 2022, revealed that the need for parking decreases











as you move away from the city center. It was emphasized that the "park-and-go" system successfully implemented in Haciosman and Gayrettepe constitutes a good example, and it was stated that efforts are underway to make parking management more effective throughout Istanbul.

• Selection of Low Emission Zones

In the process of determining the Low Emission Zones, it was stated that important criteria such as exposed population, traffic density, historical texture and air pollution were carefully evaluated in line with the goal of protecting human health and improving quality of life. In line with these criteria, Kadıköy, Fatih and Beyoğlu districts were identified as priority areas. The importance of effectively monitoring the areas selected for pilot projects and providing strong public transportation alternatives was emphasized, and it was stated that the district boundaries have been determined in Kadıköy and Fatih districts, while the final decision for Beyoğlu will be taken with a common consensus in line with the participatory process carried out with stakeholders. It was also emphasized that in addition to reducing traffic congestion, access to public facilities should also be improved within the scope of LEZ. It is stated that these areas are planned with a sustainable and accessible urban approach.

• Transportation Planning and Use of Models

Transportation planning models are used to understand the impact of pilot projects. It was emphasized that simulation models were developed to test who will use the new metro lines and roads and how often they will be used. It was stated that the focus of the project was on the daily movements and needs of individuals and that the use of activity-based models was developed within this framework. This model, which describes travel patterns, differs from the classical four-stage model and allows for a more detailed analysis of people's transportation preferences.

• Maritime Transport and Decarbonization

In order to reduce emissions from maritime transport, it was stated that the decarbonization of marine vessels, carried out in cooperation with the World Bank, is ongoing. Within the scope of this project, which is carried out in cooperation with the Istanbul Metropolitan Municipality's Directorate of Public Transportation Services and City Lines, it is stated that it is aimed to reduce the carbon emissions of maritime transportation in Istanbul. It was also stated that the project aims to reduce the carbon emissions of public transportation vehicles in general.

• Stakeholder and Citizen Engagement

Views that the processes should be carried out with a more inclusive and participatory approach were received with satisfaction. It was stated that including neighborhood residents in the process and strengthening stakeholder and citizen participation are among the priorities. In this regard, it was emphasized that information processes on low emission zones are planned to be carried out effectively and regular meetings and information sessions will be held with stakeholders. In addition, it was also announced that a web site will be launched in the near future to provide access to up-to-date information on the processes and to operate a participation mechanism where citizens can contribute.

In conclusion, the responses to the questions addressed at the Low Emission Zones Workshop demonstrated that the SUMP project is moving forward with a people-oriented, data-driven approach that focuses on the urban big picture. It was emphasized that a transparent and participatory management approach was adopted in the planning and implementation of low emission zones. Considering the unique urban structure of Istanbul,











it was stated that low emission zones should be handled in an integrated manner with other transportation policies.

3.4 Evaluation Workshop

After the lunch break, the workshop started with Ms. Miray Özkan, Stakeholder and Engagement Specialist, giving the workshop guidance (Annex 3). Participants were divided into six groups for the workshop and one person was selected as a volunteer coordinator for each group.

After the participants were divided into groups, in the first round of the workshop, they were expected to answer the question "What are the potential benefits offered by low emission zones, what kind of gains can we achieve in Istanbul?" and to mention the advantages of the zones in their answers. The groups were expected to select three prioritized items among the advantages they wrote and mark them with a star. Afterwards, group members, except for the volunteer, were asked to switch from their current group to a different one. In round 2, the groups were asked to write down the challenges that may be encountered in low emission zone applications. The groups were expected to select three prioritized items and mark them with a star. Afterwards, group members, except for the volunteer, were asked to select three prioritized items and mark them with a star. Afterwards, group members, except for the volunteer, were asked to select three prioritized items and mark them with a star. Afterwards, group members, except for the volunteer, were asked to select three prioritized items and mark them with a star. Afterwards, group members, except for the volunteer, were asked to switch from their current group to a different one. In the 3rd round, the groups were asked to write down their suggestions on the question "What are the points that need to be improved in general and regionally?". The groups were asked to select three prioritized items and mark them with a star.



Figure 4: Photo of participants during group work

The volunteer of the station managers in each group then presented the results from their stations to all participants. The following summarizes the advantages, disadvantages and recommendations for low emission zones from the six groups.











- Advantages: Positive impacts on the climate crisis, reduction in vehicle traffic, improvement in air quality, increase in public spaces.
- **Disadvantages:** Public reactions, disruption of logistics, accumulation of emissions in a specific area.

Recommendations: Holistic consideration of environmental and social impacts, public participation in decision-making processes, transformation of business models for public transportation.

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Figure 5: Working document of Group 1











- Advantages: Improved air quality, reduced traffic congestion, increased use of public space.
- **Disadvantages:** Adequacy of public transport capacity, challenges with existing public transport, logistics management and how to cover infrastructure costs.
- **Recommendations:** Prioritize and involve residents in participation processes, provide transportation alternatives for disadvantaged groups, strengthen public transport integration.

	İstanbul Sürdürülebilir Kentsel Ulaşım Planı (SKUp) Aşama II Uygulama Planı Düşük Emisyon Bölgeleri Halk Bilgilendirme Toplantısı 23 Ekim 2024				
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Figure 6: Working document of Group 2











- Advantages: Improved air quality, promotion of public transportation, reduced traffic congestion.
- **Disadvantages:** Parking costs for residential users, access problems for disadvantaged groups, lack of capacity in public transportation.
- **Recommendations:** Graduated congestion pricing, increasing capacity by diversifying public transport services, transferring congestion revenues to public transport services, informing citizens.

İstanbul Sürdürülebili Düşük Em	r Kentsel Ulaşım Planı (SKUp) Aşar İsyon Bölgeleri Halk Bilgilendirme Toplantısı 23 E	na li Uygulama Planı ^{kim 2024}
Avantajlar	Dezavantajlar	Öneriler
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Figure 7: Working document of Group 3











- Advantages: Reduced air pollution, reduced traffic congestion, reclaimed public spaces, increased social interaction.
- **Disadvantages:** Risk of social resistance, negative impact on low and middle income groups, exceeding public transportation capacity.
- **Recommendations:** Test applications with transportation planning models and traffic simulations, integrate public transport, separate public transport network from main traffic.

İstanbul Sürdürülebilir Kentsel Ulaşım Planı (SKUp) Aşama II Uygulama Planı Düşük Emisyon Bölgeleri Halk Bilgilendirme Toplantısı 23 Ekim 2024				
Avantajlar Mthova kinliligini azaltır. * Aktit harelet liliği artırır. * Trafik sıkısıklığını azaltır. Stresi azaltır. O Hopor k ihtijacını azaltır. Torlu tosımışı teşnikledi: Kommal alanları geri kozanomizi Sağlar. Sasyal ilişkiki artırı. Sağlık horconaloni azaltır. Stafik kazalarını azaltır. Stafik kazalarını azaltır. Stafik kazalarını azaltır. Stilizel miraslerin korunmışını deskeller. Turizin sektorine katkı sağlar.	Dezavantajlar Cogistik ve tiorr fadyat bi aksyubilir. * Sasyal dirençle korsilavilabilir. Disik ne or ta gelirli grp kin ekonakle olarak etkilennesi. O Taksilarin durum (cauthadirane, ona) * Topli taşına kapasitsinin aşhası. O Aras dağisikliğinin mali keltefi O Kom harcanelarının yökselmeci. O Duretin sikontar yösonabilir.	Onerlier DUP modelki ve tradik sinvksynlardig * * Onerlier Onerlier entegrasyonen sogilikli yarihas * ** OToplu tasima konsilikli varihas * ** OToplu tasima konsilikli artirilas, ** OToplu tasima konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka konsilikli artirilas, ** • Untain oka bollan bilgi konlik heat * • Konnusol alantain gui halka kooondirilaes ** • Degiva se gelisin alantarini minum ve aptim siek toma kinasian södlamasi * • Degiva se gelisin alantarini minum ve aptim siek toma kinasian södlamasi ** hansal alahan geri kosandrikasi kin horeansi. * • DEB bollasi variande P/D sistemin & artirilinasi.		
TC ULATIMA VE		BUYUNSEHIR BLEDTEEHIR		

Figure 8: Working document of Group 4











- Advantages: Improved air quality, promotion of public transportation, improved quality of life.
- **Disadvantages:** Reaction of the local community, increased need for parking in the surrounding areas.
- **Recommendations:** Granting special privileges to shopkeepers and neighborhood residents, informing them that the revenues will be returned to the public in the form of services.

	Ance Billy sundants by floater editation					
İstanbul Sürdürülebilir Düşük Emis	İstanbul Sürdürülebilir Kentsel Ulaşım Planı (SKUp) Aşama II Uygulama Planı Düşük Emisyon Bölgeleri Halk Bilgilendirme Toplantısı 23 Ekim 2024					
Avantajlar	Dezavantajlar	Öneriler				
A Hava kalitesi (3	Bölge Halkinn ÍtirazlariXX*	Komu Spotlari ik bölge kullantinnax bilgilandir ilmesi				
Prafik Joginligen Disernes.	Ziyaretciilain Artması kaynaklik Yönetim Zarluğu	Zonaflora ve Itomet adalere intrigetsk Valuesisk Taktiksel selvicilik Yglaulon sastuck				
Korba E Misyalori, Azaltmasi	Ver Secimi Yanlıslıkları X &	Enterrosyon ve Erisilebilik KXXX SoglanosiXX Hiamet Kalilesi (Toph Taxma)X				
Inson Sadigina Ethisi (*Taplu Tasuago Tervik (Jogin luga Sebebiyet Vormes X Otopark ihtiya.c. Dagurması (Ceper.	KEtte ediler Gelin Votandosa Hiemet Dorak gen dahunai XXXX Etter Streglaire Haltin Katiliur 19XX				
Aktif Ulasima Restek Trafik Akisim Dizerbennesi	Ricari Hayata Aksaması (Logistik) Dezavantığılı Geypların Erisikbolisi'nin	XX Elle Ecliba Faydelon Gerin: lijinin X x Soslaması - Alivliyes Hissimi Qlustulus				
	Saylulasma Tehlikesi XX	Logistik Featypotherde Sout Kisitlander				
	Düzük Gelir Gebornin Erizim Zoriukları	Etti Oruplarna Joinelik Odek Gup Toplatilak				
TC-ULATIONAL		ILFANSUL DUVUKSEHIR ELLEDIVEL				

Figure 9: Working document of Group 5











- Advantages: Improved air quality, positive impacts on public health (reduced stress through reduced noise pollution and reduced obesity through increased mobility), increased diversification of public and green spaces.
- Disadvantages: Insufficient support from the local community and stakeholders, inadequacy of the existing road network, inequality between income groups (old car owners, etc.).
 Recommendations: Fare policies to encourage public transportation, quick gain projects (such as bicycle parking lots, micro mobility points, ring services), increased support for green transformation (cooperation with cargo companies, incentive and disincentive policies).



Figure 10: Working document of Group 6













Figure 11: Group presentation by the station representative

In the workshop groups, it was generally stated that low emission zones would have positive impacts on public health, increase green areas, improve air quality and reduce emissions. Concerns were expressed about the risk of gentrification in the relevant areas and public reactions. Concerns were also expressed that the implementations may exceed the capacity of public transportation vehicles, and the need to allocate budget for infrastructure changes and make the necessary investments was underlined.

After the workshop, Ms. Miray Özkan, Stakeholder and Participation Specialist, started the evaluation session by stating that the participants could submit their questions and opinions about the workshop. The session was completed after half an hour of discussion.











At the end of the meeting, Mr. Haluk Camcigil asked the participants to give their opinions on how they traveled to the meeting venue and how they would return from the meeting venue. According to the surveys conducted on the Mentimeter platform, rail, shuttle and walking were the most preferred modes of transportation to the meeting venue, while rail, walking and connecting transportation were the most preferred modes preferred modes of transportation on the way back.



Figure 12: Responses to the question "How did you get here?"



Figure 13: Responses to the question "How will you returnto home?"











4. CLOSING SESSION & NEXT STEPS

Ms. Seda Özdemir, Deputy Director of IMM Transportation Planning Branch Directorate, made the closing speech by thanking the participants for their interest and participation in the meeting. Ms. Özdemir stated that the process of low emission zone applications will be carried out with the participation principles with the local people and tradesmen. The 4th Public Information Meeting ended at 15:00.

5. ANNEX

The list of participants who attended the Fourth Citizens Information Meeting is presented below:

5.1 Participant List	t
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No	Name	Surname	Title	Institution				
1	Haluk	Gerçek	Prof. Dr.	İTU				
2	Sinan	Yıldırım	Translator					
3	Cem	Bico	Event Coordinator	Heinrich Böll Stiftung				
4	Nesrin	Özdemir	Urban Planner	IMM				
5	Benjamin	Richards	Associate	GIZ				
6	Selim	Dündar	Assoc. Prof. Dr.	İstanbul Okan University				
7	İpek	Şahin	Architect	IMM - Transportation Planning Branch Directorate				
8	Seda	Özdemir	Deputy Manager	IMM - Transportation Planning Branch Directorate				
9	Nilgün	Tezcan	Chief	IMM - Transportation Planning Branch Directorate				
10	İlknur	Yücel	Deputy Manager	IMM - Transportation Planning Branch Directorate				
11	Gamze	Yılmaz	Chair of the Poverty Working Group	İstanbul City Council				
12	Shaleen	Srivastava	TL	GIZ				
13	Bülent	Ceylan	President	Architecture Foundation				
14	Şebnem	Girginer	Translator					
15	Mustafa Bahadır	Şahin	Urban Planner	IMM - Transportation Planning Branch Directorate				
16	Dilara	Öztaşkın	Urban Planner	IMM - Transportation Planning Branch Directorate				
17	Aycan	Gökbudak	Statistician	IMM - Transportation Planning Branch Directorate				











1	1	I						
18	Tülay	Mesutol	Urban Planner	Planning Branch Directorate				
			Engagement	IMM - Transportation				
19	Hande Nur	İpek	Specialist	Planning Branch Directorate				
20	Gökmen	Ergün	Prof.	Boğaziçi University				
			Business					
21	Arzu	Mintaş	Manager	Mott MacDonald				
			<u> </u>	IMM - Transportation				
22	Gülüzar	Türkmayalı	Urban Planner	Planning Branch Directorate				
				IMM - Transportation				
23	Melisa	Güngör	Urban Planner	Planning Branch Directorate				
				IMM - Transportation				
24	Güneş Ece	Albayrak	Urban Planner	Planning Branch Directorate				
25	İpek	Yargıç	Urban Planner	Mott MacDonald				
26	Ahmet Onur	Altun	Urban Planner	TEMA Foundaiton				
~-				Ministry of Transportation				
27	Berna	Çalışkan	Civil Engineer	1st Regional Directorate				
28	Özgür	Gürbüz	Consultant	Ekoster				
20	Hele	Erez	Urban Diannar	IMM - Transportation				
29		Kulekçi						
30	Hülva	Karaoğuz	Environmental	IMM - Transportation Planning Branch Directorate				
00	Tidiya	Raraoguz						
31	Büşra Merve	Taskın	Urban Planner	Planning Branch Directorate				
				IMM - Transportation				
32	Eray	Öztürk	Urban Planner	Planning Branch Directorate				
33	Nuray	Çolak Tatlı	Urban Planner	Mesken Urbanism				
			Climate and Energy					
34	İlge	Kıvılcım	Expert	WWF-TR				
35	Haluk	Sayar	President	Avere				
				IMM - Transportation				
36	İzzet	Mutlu	Urban Planner	Planning Branch Directorate				
			Engagement					
37	Miray	Ozkan	Specialist	GIZ				
20	Sibol	Dündar	Lirbon Diannar	IMM - Rail System Projects				
30 20	Sibel	Dogan	Civil Engineer					
39	GUINEIII							
			Lishon Mak 22					
40	Yunus Emre	Yılmaz	Specialist	WRI Turkey				
10								
4.4	Mustaf	F armer	Transportation	l lin de				
41	Mustafa	Eruyar	Specialist	Hinda				











12	Hanifa Canan	Cerci	Cycling Chief	IMM - Transportation				
42		Çelçi						
43	Emre	Sak	Civil Engineer	IMM - Transportation Planning Branch Directorate				
44	Şevval	Çelik	Urban Planner	Our Street Association				
45	Ayşegül	Kaya	Urban Planner	Individual				
46	Seçil	Özalp	Urban Planner	Mesken Urbanism				
47	Melis	Koyuncu	Urban Planner	Turkey Design Vakfı				
48	A. Taner	Avlamaz	Urban Planner	IMM - Transportation Planning Branch Directorate				
49	Figen	Atasever	Civil Engineer	IMM - Transportation Planning Branch Directorate				
50	Melihcan	Fidanboy	OM	GIZ				
51	Şeyma	Kaçar Aktaş	Urban Planner	IMM				
52	Fatih	Kafalı	General Manager	Hinda				
53	Özgür	Melen	Secretary General of City Council	Bevoğlu Municipality				
54	Saadet	Önemli	Urban Planner					
55	Özge	Doruk	Project Coordinator	Green Thought Association				
56	Ulaş	Sunar	, , , , , , , , , , , , , , , , , , ,	ŭ				
57	Serhat Ersin	Mutlu	Deputy Director	IMM				
58	Dilek	Şişman	President	Cihangir Beautification Association				
59	Tuğba	Özsoy	Project Assistant	GIZ				
60	Serra	Okçu	Jr. Consultant	GIZ				
61	Sertaç	Erten	PP Lead	GIZ				
62	Murat	Ölmez	PIM	GIZ				
63	Hatice	Şen Özköse	Chairman of the Board of Directors	Üsküdar City Council Be Life Association Kadikoy City Council				

Table 3: Participant List

5.2 Presentations

ANNEX 1

ANNEX 2

ANNEX 3















ULAŞTIRMA SEKTÖREL OPERASYONEL PROGRAMI Ekim 2024

İSTANBUL SÜRDÜRÜLEBİLİR KENTSEL ULAŞIM PLANI (SKUP): AŞAMA II – UYGULAMA PLANI









İSTANBUL SÜRDÜRÜLEBİLİR KENTSEL ULAŞIM PLANI **AŞAMA II – UYGULAMA PLANI**

YARARLANICI İstanbul Büyükşehir Belediyesi (İBB) PROJE SÜRESİ 30 ay (Haziran 2023 Aralık 2025)







BİLEŞEN 1 «Başlangıç ve Hazırlık»	1.1 Başlangıç Aşaması	1.2	2 Payda	aş ve Vatandaş Katılımı		1.3 İstanbul SUMP Aşama I Çalışmasını Detaylı Analizi ve İncelemesi			alışmasının		
BİLEŞEN 2 «Mevcut Hareketlilik Durumunun Analizi»	ŞEN 2 «Mevcut Hareketlilik munun Analizi»2.1 Mevcut Veri Araştırması		2.2 Veri Toplama								
BİLEŞEN 3 «Sürdürülebilir Kentsel Hareketlilik İçin Ulaşım Modeli»	3.1 Teknik Öze	1 Teknik Özellikler Ve Doğ		eni Bir Dinamik Çok Modlu m Modelinin Geliştirilmesi oğrulanması			3.3 Alternatif Senaryoların Geliştirilmesi		3.4 Kentsel Mobilite için Dijital Çözümler		
BİLEŞEN 4 «SUMP Uygulama Planının Geliştirilmesi»	4.1 SUMP Aşama I Önlemlerini ve Önlem Paketlerinin Gözden Geçirilmesi		rinin den Belirlemesi		ri	4.3 SUMP Mali Planının Geliştirilmesi		4.4 Ayrıntılı SUMP Uygulama Planının Geliştirilmesi	4.5 İzleme ve Değerlendirme Planınır Tanımlanması		
BİLEŞEN 5 «İstanbul SUMP Pilot Projeleri»	5.1 Özel Araç Kullanımını Azaltmak için Altyapı ve Talep Yönetimi Projeleri		lep	5.2 Deniz Taşımacılığının Payının Artırılması Projesi		5. Yo	5.3 Bisiklet ve Yürüyüş Yolları İçin Projeler		Otobüs Öncelikli tler Ve Sağlıklı aklar Projeleri	5.5 Kentsel Dirençlilik Projeleri	
BİLEŞEN 6 «İBB için Kapasite Geliştirme»	6.1 Kapasite Geliştirme 6.2		6.2 SI	2 SUMP Eğitimi çalışma z		nbu ziya	bul benzeri şehirlere iyaretleri				
BİLEŞEN 7 «Katılım ve Kapsayıcılık»	7.1 Kamu Bilinci	.1 Kamu ilinci 7.2 İletişim ve Gö		ünürlük							



İSTANBUL ULAŞIM MODELİNİ (İUM) OLUŞTURMAYA YÖNELİK BİLGİLERİN TOPLANMASI VE ANALIZ EDILMESI

- 70.000 hanehalkı anketi
- Mobil telefon, akıllı kartlar, CBS uygulamaları ve diğer navigasyon uygulamaları, sosyal medya vb. büyük veri kaynakları da bu aşamada da incelenecek ve bunlardan yararlanma olanakları değerlendirilecektir.
- Trafik sayımları ve araç doluluk ölçümleri
- Sürücü anketleri







UYGULAMALAR

otomobil kullanımını caydırıcı önlemlerin geliştirilmesi.



OTOMOBİL KULLANIMINI AZALTMAK AMACIYLA ALTYAPIYA VE TALEP YÖNETİMİNE İLİŞKİN

Kentiçi ulaşımda enerji verimliğini artırmak, ulaşım kaynaklı sera gazı emisyonlarını azaltmak ve kentsel hava kalitesini artırmak üzere merkezi alanlarda (Tarihi Yarımada, Kadıköy, Beyoğlu vb.)





OTOMOBİL KULLANIMINI AZALTMAK AMA UYGULAMALAR

Yaya trafiğinin yoğun olduğu alanlarda uygulamaların geliştirilmesi

5 pilot alan (toplam 10 km'lik güzergâh)



OTOMOBİL KULLANIMINI AZALTMAK AMACIYLA ALTYAPIYA VE TALEP YÖNETİMİNE İLİŞKİN

trafiğinin yoğun olduğu alanlarda otomobil kullanımını ve trafik hızını azaltıcı





DENİZ ULAŞIMININ TOPLU TAŞIMA SİSTEMİ İÇİNDEKİ PAYININ ARTIRILMASINA YÖNELİK **UYGULAMALARIN YAPILMASI**

Kıyı ilçelerdeki iskelelere erişebilirliğe ilişkin pilot çalışmalar

o5 pilot alanda sürdürülebilir, yenilikçi ve kapsayıcı ulaşım önerileri



- ODenizyolu hat ve iskelelerinin kullanımının arttırılması amacıyla yeni hat ve iskele önerileri



YÜRÜME VE BİSİKLET GİBİ AKTİF ULAŞIM TÜRLERİNİ TEŞVİK ETMEK ÜZERE YOLLARIN Y<u>ENİDEN</u> TAHSİSİ İÇİN KÜÇÜK ÖLÇEKLİ UYGULAMALAR

250 km bisiklet yolu tasarımı





koridorların, meydanların, çocuk Yeşil dostu sokakların oluşturulması ve donatı alanlarına (okul, hastane vb.) erişim için proje önerileri geliştirilmesi. 5 pilot alan





"OTOBÜS ÖNCELİKLİ ŞERİTLER/BUS LANES" OLUŞTURULMASI

120 km'lik güzergah



Konforlu, hesaplı, güvenli, hızlı ve entegre ulaşım herkes için mümkün!





"SAĞLIKLI SOKAKLAR" OLUŞTURULMASI

Minimum 500 m uzunluğunda 5 sokakta "sağlıklı sokak" uygulaması

- Havası temiz
- Sakin
- Güvenli
- Aktif ulaşımı teşvik eden
- Erişilebilir







DİRENÇLİ BİR İSTANBUL İÇİN AFETLER (İSTANBUL DEPREMİ VE KENT İÇİN BİRİNCİL İKLİM DEĞIŞİKLİĞİ RİSKİ OLARAK ANİ SELLER) VE OLASI PANDEMİLERE HAZIRLIK

Afetlere yönelik risk ve kırılganlık analizinin yapılması

Afetlerin ve pandemilerin kent içi ulaşım sistemi üzerindeki etkilerini azaltmaya yönelik politika ve önlemleri açıklayan detaylı bir yol haritasının geliştirilmesi











ULAŞTIRMA SEKTÖREL OPERASYONEL PROGRAMI







ISTANBUL SUSTAINABLE URBAN MOBILITY PLAN (SUMP) STAGE II – IMPLEMENTATION PLAN

Low Emission Zone Pilot Project











An introduction to Low Emission Zones













Low Emission Zones improve air quality and reduce emissions by restricting the use of polluting vehicles

They can apply to one street, a district, or a whole city...





...and to the most polluting vehicles, or to all vehicles.













Low Emission Zones are typically used to help tackle the serious health impacts of traffic emissions













They also encourage healthier and more sustainable travel



Reducing carbon emissions



Reducing traffic and congestion



Creating healthier and safer spaces



Increasing public transport use



Encouraging walking, cycling and healthy travel











Many cities are introducing Low Emission Zones to deliver cleaner transport











There are three main types of Low Emission Zone

Access Restriction

High polluting vehicles are banned from the zone and fined for infringement

Permit-based

High polluting vehicles require a permit to enter the zone

Charge-based

All vehicles are allowed, but some / all are charged a fee to enter the zone

Examples: Amsterdam, Netherlands Bogota, Colombia Seoul, South Korea Examples: Barcelona, Spain Beijing, China Brussels, Belgium Examples: London, UK New York City, USA Singapore











Berlin, Almanya

















Barselona, İspanya

















London, İngiltere





Enter your number plate

Eg: AB23XYZ

Choose country of registration*

O United Kingdom

O Non-UK

Find vehicle

*This helps us find the right information for your vehicle. You risk getting a penalty by not choosing the correct country of registration.











Stockholm, İsveç

















Both cities have recorded significant improvements in air quality from the zones













The Istanbul Low Emission Zone Pilot Project is exploring three areas

















There are important questions to consider

- Where should the zones start?
- How else will people travel?
- Which vehicles should the scheme include?
- What is a fair approach?
- What is practical?











İstanbul Sürdürülebilir Kentsel Ulaşım Planı (SKUp) Aşama II Uygulama Planı

Düşük Emisyon Bölgeleri Halk Bilgilendirme Toplantısı

23 Ekim 2024









Atölyenin amacı



 İstanbul'da Düşük Emisyon Bölgeleri uygulamasına ilişkin sizlerin görüşlerini ve önerilerini almak, uygulanabilir bir proje tasarlamak.





Kurallar



- Herkesin fikri değerlidir, aktif katılım gösterin ve düşüncelerinizi paylaşın.
- Belirlenen süreye sadık kalın ve tartışmaları zamanında tamamlayın.
- Herkes aynı fikirde olmayabilir, farklı görüşlere saygı gösterin ve birbirinizi dinleyin.
- Yeni fikirler üretmekten çekinmeyin.

....

• Yönlendirmeleri dinleyin ve uyum sağlayın.

1. Tur: Avantajlar

Düşük Emisyon Bölgeleri sunduğu potansiyel faydalar neler, İstanbul'da ne tür kazanımlar elde ederiz?

Madde madde yazar mısınız?

• 10 dakika

3 öncelikli maddeyi seçerek, yıldızla işaretleyebilir misiniz?

• 3 dakika





1. Tur: Avantajlar

Tüm istasyonlarda 8-10 kişi olacak şekilde farklı istasyonlara dağılabilir misiniz?



2. Tur: Dezvantajlar

İstasyon sorumluları bir önceki turu yeni gruba özetler misiniz?

• 2 dakika

Uygulamada karşılaşılabilecek zorluklar neler?

Madde madde yazar mısınız?

• 10 dakika

3 öncelikli maddeyi seçerek, yıldızla işaretleyebilir misiniz?

• 3 dakika



2. Tur: Dezvantajlar

Tüm istasyonlarda 8-10 kişi olacak şekilde farklı istasyonlara dağılabilir misiniz?



3. Tur: Öneriler

İstasyon sorumluları bir önceki turu yeni gruba özetler misiniz?

• 2 dakika

Genel ve bölge bazlı geliştirilmesi gereken noktalar neler?

Madde madde yazar mısınız?

• 10 dakika

3 öncelikli maddeyi seçerek, yıldızla işaretleyebilir misiniz?

• 3 dakika

İstasyon sorumluları istasyonunuzdan çıkan sonuçları hepimize anlatır mısınız?

"öncelikli avantajlar, öncelikli dezavantajlar, 3 öncelikli öneri"

Her İstasyon için 2'şer dakika

