



Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 14-Nov-2017 | Report No: PIDISDSA20481



BASIC INFORMATION

A. Basic Project Data

Country China	Project ID P159253	Project Name Xinjiang Yining Urban Transport and Environment Project	Parent Project ID (if any)
Region EAST ASIA AND PACIFIC	Estimated Appraisal Date 29-Sep-2017	Estimated Board Date 20-Mar-2018	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) People's Republic of China	Implementing Agency Yining Municipal Government	

Proposed Development Objective(s)

To improve transport mobility and accessibility to selected areas of Yining Municipality in a safe, sustainable and inclusive manner.

Components

- Road Network Improvement
- Traffic Management and Road Safety
- Public Transport Improvement
- Institution Development and Technical Assistant

Financing (in USD Million)

Financing Source	Amount
Borrower	23.67
International Bank for Reconstruction and Development	100.00
Total Project Cost	123.67

Environmental Assessment Category

B - Partial Assessment

Decision

The review did authorize the preparation to continue



Other Decision (as needed)

B. Introduction and Context

Country Context

China achieved rapid economic growth over the past 30 years, yet with an uneven development throughout the country. In 2016, an estimated 165 million people still live below the US\$1.90 per day international poverty line, and there are growing disparities between the more prosperous eastern/coastal regions, and the western and central provinces. Income per capita in the western and central provinces is less than half of those found in some coastal provinces. In 2013, the central government of China announced the Belt and Road Initiative (BRI, also known as the New Silk Road Economic Belt and the 21st Century Maritime Silk Road) national strategy to strengthen the connectivity between China and central Asia, as well as the rest of the world. Since Xinjiang Uygur Autonomous Region is one of the core zones along the Silk Road Economic Belt, the national strategy will also help to boost development in this northwestern region of the country. Most recently, the 13th Five-Year plan for China's Economic and Social Development for 2016-2020, launched in March 2016, also highlighted the BRI strategy for its potential growth and poverty reduction impact.

Yining is in need of developing and optimizing the comprehensive transport system in order to adapt to increasing travel demand. Yining Municipality, located in the northwest of Xinjiang Uygur Autonomous Region and in the middle of Yili River Valley, is the capital of the Yili Kazak Autonomous Prefecture, 88km west of the border with Kazakhstan. With an area of 755 km², the municipality consists of a central city (currently about 45 km²), 8 district-level communities, 1 town and 8 counties. The total population in 2015 was 548,000, with over 65% of the total population belonging to ethnic minority groups, among which Uygur accounts for 48.3%. In 2014, the GDP per capita in Yining was RMB 35715 (US\$ 5760 equivalent), which is about three-fourths of the national average. Yining is China's historical gateway to Central Asia and Europe, an important freight terminal of the "Silk Road", and serves as one of the largest open border cities in western China. As a crucial link in the China-Central Asia regional integration strategy and an important node along the "Silk Road", Yining is poised to grow in the next 20 years. In 2009, the opening of the Jinghe-Yining-Horgos railway significantly enhanced the connectivity between northwestern China and Central Asia. In 2010, the State Council designated Horgos-Yining as a new Special Economic Zone (SEZ) and it is currently China's largest land port in the northwestern frontier. Among the total area of 73 km² for the Horgos-Yining SEZ, 35km² is located in Yining, which serves as the manufacturing base and logistics center for the SEZ. As the most sizable urbanized center within the Horgos SEZ area, Yining Municipality has the potential for fast economic and demographic growth and will play a critical role in the BRI. The urbanized population of Yining is expected to grow to 750,000 by 2020 and 1.05 million by 2030 driven by the ongoing urbanization process in the region and the expected growth from the Horgos SEZ.

Sectoral and Institutional Context

China has experienced unprecedented motorization and urbanization in the past decade. From 2005-2016 the urbanization rate increased from 43% to 57%, and the ownership of private motor vehicles now exceeds 180 million. Growing smaller cities as well as large cities suffer from severe traffic congestion. In addition, newly urbanized areas often lack sufficient transport infrastructure or services to the dense city centers. Thus, in the 13th Five-Year plan, China has emphasized improving comprehensive transport systems in an intelligent, integrated and green manner, as well as promoting a new pattern of urbanization for balanced regional development.



In recent years, the national government and many cities have engaged in a strategic shift in their urban transport investments towards public transport (PT) and non-motorized transport (NMT), two modes that better address the need of lower income groups for affordable mobility and accessibility. To support greener mobility and promote more inclusive development, the China State Council adopted on December 29, 2012 public transport as a national policy priority through Directive 64 (Prioritization of Urban Public Transport Development). This directive lays out four broad principles: (i) the provision of convenient services to users; (ii) the provision of integrated and interconnected transport services closely integrated with urban master plans and long term land use; (iii) the pursuit of green development with an emphasis on efficient and high capacity rapid transit systems on major corridors; and (iv) the determination of solutions that are context sensitive and appropriate. The Bank has been actively supporting urban transport projects in China using an “Integrated Transport Corridor” approach, which combines PT and NMT improvements with traffic management, Intelligent Transport Systems (ITS) and safety enhancements along arterial corridors.

Facing this expected growth and basic infrastructure needs, the city placed a high priority on urban infrastructure, public services, and environmental improvement in the 13th Five-Year plan period (2016 -2020). According to the most recent Yining Municipality Master Plan (2008-2030) approved by Government, the ownership of private vehicles is projected to increase 4.2 times by 2030 compared to current ownership. With the support of the Bank’s ongoing Yining Urban Transport Improvement Project (P126454), the city is developing a comprehensive Urban Transport Plan consistent with national policies for people-oriented sustainable development, including higher-quality public transport, non-motorized transport (NMT) facilities and traffic management to prioritize the movement and safety of people. The city’s long-term plan includes shared infrastructure and integration with the Horgos-Yining SEZ, industrial coordination, and overall ecological development. As Yining implements infrastructure according to these plans, it will also address the following challenges and opportunities to ensure the convenience, accessibility and sustainability of the transport system and urban services:

- **Achieving a more balanced road network.** The urban road network in Yining has developed rapidly in the past decades and the city center has relatively good arterial road space. However, the density of secondary roads and branch/neighborhood roads in Yining is quite low-- 0.82 km/km² and 2.68km/km², respectively-- which are both below national standards (1.2-1.4km/km² for secondary road and 3.0-4.0km/km² for branch/neighborhood road). This contributes to traffic on neighborhood streets, which should be prioritized for pedestrians and bicyclists. The lack of adequate sidewalks and marked crossings or other safety facilities also impact the livability of these neighborhoods. In addition, some of the roads have compromised function due to pavement deterioration, unorganized traffic flow, and lack of PT or NMT facilities. As such, Yining plans to improve its secondary and branch road network through a “Complete Street” approach that includes people-oriented design, improved traffic management, and road asset management.
- **Improving public transport services.** Currently, there are three bus companies in Yining (one public and two private companies), operating 27 bus lines with a total fleet of 567 buses. The total length of bus lines is 506km, the average daily ridership is 255,000 and the public transport mode share is 27.6%. The 500m radius coverage of the bus routes is 80.8%, which is below the national recommendation of 90%, and the routes are relatively long with a high non-linear coefficient. With a commendable and ambitious long-term target for public transport mode share of 60%, Yining intends to grow its public transport coverage and ridership while also prioritizing NMT through good roadway design and traffic management. According to studies and surveys of users, the three most critical needs in Yining are building new bus depots, optimizing bus routes, and purchasing new buses to improve the level of public transport service. Investments are therefore needed to ensure the sustainability and attractiveness of the public transport system. These investments will also have a positive impact on climate change by reducing emissions through better and increased use of public transportation as a public good.



- **Implementing Integrated Transport Corridors.** With 84,000 private vehicles currently and relatively low levels of motor vehicle ownership (0.15 vehicles per capita), Yining is already experiencing severe congestion in the city center during peak hours. Due to inappropriately configured traffic signals and unorganized intersections, the existing road network does not operate at optimal efficiency and conflicts between motorized private, public and non-motorized modes occur frequently. In 2015, there were a total of 37 major traffic crashes reported with a fatality or major injury in the urban area of interest, including 23 fatalities and 21 serious injuries. Compared to 2014, the total number of crashes increased by 12%, while the fatalities and injuries increased by 21% and 10%, respectively. A greater focus on prioritizing the movement of people (rather than just vehicles) and enhanced road designs should improve mobility and safety, while supporting good urban planning and compact city development.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)

To improve transport mobility and accessibility to selected areas of Yining Municipality in a safe, sustainable and inclusive manner.

Key Results

The project is expected to directly benefit at least 180,000 people in Yining (about 30% of the city's population) who will be the primary users of the improved infrastructure and services. The beneficiaries are expected to represent all ethnic and minority groups in Yining, and about half will be women. The project has been designed to foster mobility and accessibility for all transport users, but especially pedestrians, bicyclists and public transport users who contribute less pollution and other externalities to the city. In this way, the project will also support the global public good of environmental sustainability and improve the lives of residents in the city. The project may also benefit visitors from suburban towns and from elsewhere. Business and firms in the project areas of Yining may also benefit from improved access and traffic management.

D. Project Description

The proposed project consists of four components described below.

- Component 1: Integrated Transport Corridors (approx. CNY 511 million; US\$ 77.42 million). Improvements to infrastructure and traffic management on 8 existing arterial roads and one new connecting road (approximately 22 km in length), including enhanced area traffic control, NMT facilities, and two dedicated bus lanes (approximately 7 km in length).
- Component 2: Neighborhood Streets (approx. CNY 153.3 million; US\$ 23.22 million). Selectively upgrading existing streets in 4 densely-populated areas in the old city center (approximately 34.5 km in length) inhabited primarily by ethnic minorities by applying “complete street” design to support accessibility and livability, “traffic calming” where appropriate to support road safety, and preserving the cultural character to support sustainable tourism in these neighborhoods.
- Component 3: Public Transport Improvements (approx. CNY 220.8 million; US\$ 33.5 million). Construction of two new bus depots, purchasing 150 new ‘clean-fuel’ buses with support facilities, installing intelligent transport systems to improve the planning, management of services, and user



information.

- Component 4: Institutional Development and Technical Assistance (approx. CNY 13.2 million; US\$ 2 million). Studies, training and consulting services to enhance the capacity of all relevant municipal departments on road asset management, municipal investment planning, fiscal and debt management, performance-based contracts and PPP arrangements, comprehensive transport system planning, public transit smart card system, urban road safety, urban traffic management, project monitoring and evaluation, project safeguard policies and implementation. A professional project management consulting team will be hired to support the Yining PMO with implementation. This component also includes thematic studies and planning activities, including public transport service plan and network optimization.

The project also includes the following innovations for Yining, which are expected to contribute to the efficiency and financial sustainability of municipal transport services, improved investment planning, with the goal of reducing fiscal burdens and maximizing financing for development in the medium term:

- Road Maintenance: The project will introduce private participation and performance-based contracting in road maintenance and asset management. The Yining Construction Bureau and Maintenance Unit will develop 2 pilot road contracts to Build-Operate/Maintain-Transfer-- one for an arterial road and another for a package of neighborhood streets—over 5 years to test the efficiency of this method. Each contract will be competitively bid and will define minimum road and equipment conditions that must be maintained with performance-based payment for the services. At the end of both pilots, the costs and conditions of the pilot roads will be evaluated with other project roads by an independent third-party to draw lessons.
- Bus Service: The project will contribute to the financial sustainability of bus services by establishing a performance-based Service Agreement and supporting reform measures of the Municipal Bus Company. The Yining Transport Bureau and Bus Company will sign a Service Agreement to ensure that bus service quality, efficiency and financial performance are measurably improved and will produce Annual Reports validated by an independent third-party. The implementation and compliance of the Service Agreement will be closely monitored by the Bank through the Annual Report to encourage good management practices and further reforms. The Service Agreement is expected to be finalized by loan negotiations. Consulting services financed by the loan may also support other initiatives to manage subsidies and increase revenues both from fares and non-fare sources. For example, the Municipal Bus Company is currently being restructured to include at least 3 subsidiaries with the goal of maximizing revenues from advertising, real-estate leasing, and mechanical repair services. These subsidiaries may include private investors and may borrow from commercial banks to support further investments and commercial practices.
- Capital Investment Planning: The project may finance consulting services to improve the CIP process with prioritization methodologies and platforms for information sharing.

E. Implementation

Institutional and Implementation Arrangements

Project Leading Group. The institutional arrangements proposed are the same as the ongoing Yining Urban Transport Improvement Project (P126454). A Project Leading Group (PLG) set up at both Yili Kazak Autonomous Prefecture level



and Yining Municipality level will guide and coordinate the overall project arrangement and management, as well as communicating with World Bank, Ministry of Finance (MoF) and National Development and Reform Committee (NDRC).

Project Management Office. A capable Project Management Office (PMO) already exists within the Yining Municipality Housing and Urban-Rural Development Bureau (YHURDB), including staff from YHRUDB, Yining Municipality Finance Bureau (YMFb), and Yining Municipality Development and Reform Committee (YDRC). The PMO has been managing the Yining Phase I project and is very familiar with the Bank policy and processes. The PMO is the project implementation entity responsible for communicating with upper levels of government, with the World Bank, and for coordinating all agencies involved in implementation and project financing. The PMO will also be responsible for preparation of any technical assistance activities, as well as hiring and managing consultants.

F. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

The project is in Yining, a medium sized city located in the west end of Xinjiang Uygur Autonomous Region. As the capital of the Yili Kazak Autonomous Prefecture, Yining is 88km east of the border with Kazakhstan with land area about 45km² mostly on the north bank plain of Yili River, an international river flowing into Kazakhstan. Yining has semi-arid continental climate with annual precipitation around 270 mm. The modern city is built on the remains of several ancient citadels thus rich in cultural relics. At the turn of 19-20th century, Yining was occupied by the czar of Russia for years, which has left both physical and intangible multi-cultural heritage. Its total population in 2015 was 548,000. Over 65% of the total population belongs to ethnic groups, among whom Uygurs account for 48.3%.

G. Environmental and Social Safeguards Specialists on the Team

Songling Yao, Social Safeguards Specialist
Xin Ren, Environmental Safeguards Specialist

SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	All physical activities are related to upgrading existing roads, connecting links, or constructing within existing rights of way. Some interventions involve re-configuration may result in the loss of mature roadside trees, precious for this semi-arid region. Most roads have underground pipelines and drainage done fairly recently. Most roads have underground pipelines and drainage fairly recently.



For those without, the activities proposed are mainly to add sidewalk and traffic management devices. Two new bus depots will be built under the project, both located in suburban areas without any sensitive receptors in the vicinity. The project will improve public transport, thus bring about overall positive impacts. The adverse environmental impacts are mostly related to construction, moderate and temporary in nature. Given these potential impacts and the strong capacity of the PMO, which has been implementing the first phase of the project satisfactorily, the proposed second phase is also assigned Category B.

In line with the Bank’s safeguard policies and relevant domestic regulations, an EA was prepared by a well-qualified and experienced environmental institute, Xinjiang EA Center. It has very recent experience with the Bank projects in the region, including the Yining Phase I Project in 2012. The experience, good practice and lessons learned from the phase I project are captured in the EA and the Environmental Management Plan (EMP) prepared for this project. The EA process was conducted in parallel with the feasibility studies so as to integrate environmental and social consideration into technical designs to maximize the benefits and minimize the risks. The EMP prepared has been adopted by the municipal government.

Natural Habitats OP/BP 4.04	No	As verified by the EA process, all proposed activities are in the built-up areas or in suburban areas without any ecologically sensitive spots observed. Therefore, the OP is not triggered.
Forests OP/BP 4.36	No	All proposed activities are in the built-up area or in suburban areas not involving any forests.
Pest Management OP 4.09	No	The project doesn’t involve any pesticide use or change in pest management.
Physical Cultural Resources OP/BP 4.11	Yes	Activities proposed for neighborhood and alley areas mainly involve road resurfacing and traffic management. One such area is the historical neighborhood of Kazanqi, south of city center, inhabited predominantly by Uyghurs with many traditional houses in a mixed Russian style unique to the city. There are also mosques and historical buildings in these areas, some of which are



		<p>protected cultural relics. Though in the area of influence, the project will have no activities directly on these buildings. Nevertheless, specific protective measures have been developed in the EMP in addition to chance-find procedure.</p>
Indigenous Peoples OP/BP 4.10	Yes	<p>It was identified that the population of Yining City is about 547,507 by end 2015, among which there are 351,940 ethnic minority people (64.3%) mainly consisting of Uygur, Kazak, and Hui nationalities, respectively accounting for 48.3%, 4.9% and 7.3% of the total city population. Among the ethnic minorities, the Uygur and Kazak communities are aboriginal inhabitants with their own languages and traditional cultures, and their characteristics fall in the definition of Indigenous Peoples as per OP4.10. Therefore, OP4.10 will be triggered. An EMDP for the project has been prepared. The social investigation identified a 100 percent support from the interviewed minority, which means that the ethnic minority communities in the project areas have provided their broad community support to the project.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>The project aims to improve transport accessibility and management on selected corridors of central in Yining Municipality, which will provide great benefit to the citizens, including minority, women and the poor. In the meantime, the project will bring short term and minor adverse impacts on social disturbance along the project corridors in implementation stage and on land acquisition at sites of two terminals/depots. Many minority communities were found in the urban and peri-urban areas. Therefore the OP 4.12 for Involuntary Resettlement and OP 4.10 for Indigenous People are triggered.</p> <p>The OP 4.12 was triggered because the two proposed bus terminals/depots, Nanan and Shiqu Industrial Park, will involve land acquisition. Nanan terminal/depot will primarily be located in 30 mu of farmland; while the Shiqu terminal/depot will occupy 20 mu land which was acquired. For the first one, an abbreviated resettlement plan (ARP) is needed because of less than 200 people to be affected by the possible land acquisition; and for the</p>



second one, a due diligence review is needed and to be integrated into the ARP as an annex. It is reported by the PMO that the land plot for Shiqu terminal was acquired in 2014, for which a due diligence review will be conducted to evaluate the procedures and results of the land acquisition in line with the national land law/regulation, and identify any pending issues and remedies, if needed. Further a SA will be done to cover any other social impacts, other than land acquisition impacts.

Safety of Dams OP/BP 4.37	No	The project doesn't involve any dams.
Projects on International Waterways OP/BP 7.50	No	Most project roads have underground pipelines and drainage done fairly recently. For those without, the activities proposed are mainly to add sidewalk and traffic management devices without drainage works. Therefore, the project will not affect the water of Yili River. Moreover, the environmental impact of the two small bridges on minor tributaries is localized and temporary. The bridges are prefabricated box girders which should also reduce any impact during construction. Thus the OP is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	The project doesn't involve any disputed areas.

KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

Social. The project is to improve transport accessibility and management on selected corridors of central in Yining Municipality, which is of great benefit to the citizens, including minorities, women and the poor. In the meantime, the project will bring short term and minor adverse impacts along the project corridors during the construction period and on land acquisition at sites of two terminals/depots and along some road sections.

Resettlement impact. Some activities under Components 1 and 3 will cause very limited land acquisition and resettlement, due to the nature of the proposed project activities. The conducted census survey identified only the two bus terminal stations and a few activities along some road sections will permanently occupy land, among which land for one station was acquired years ago. Therefore, a due diligence review was conducted and incorporated into the RP as an annex. A total of 74 mu of land will be permanently acquired from four villages, including 40 mu state-owned land and 34 mu collectively-owned land, and affecting 15 persons in five households; and five households with 16 persons will be relocated because their houses are on the land to be acquired.

Ethnic Minority (Indigenous people). In Yining city, there are 37 ethnic minority groups, mainly Uyгур, Kazak, and Hui,



respectively representing 48.19%, 4.68% and 7.08% of the total city population in 2014. It is estimated that the project will benefit 36,761 households with 103,511 persons, of which 60% are ethnic minorities, with improved urban infrastructure and services.

Environmental. The project is expected to have net positive environmental benefits by promoting public transport that is more adapted to the challenges in Yining. There will be temporary moderate environmental impacts during the construction phase, such as dust, noise, waste disposal and temporary storage on-site, small vegetation loss, workers' health and safety, social and traffic disturbance. The issue demanding attention for this project due to its unique social context is social impacts on religious activities and customs of ethnic minority groups, as construction can cut off access to religious and educational venues, and business shops. Noise and dust can affect educational and religious activities and people's health. These impacts can be mitigated if the measures in the EMP are followed (see details below under 4).

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area: Long-term impacts induced by the project are mostly positive, as the project will rehabilitate existing urban roads or connect links (rather than build new roads) and build new bus facilities. With improved public transport infrastructure and services, people will be able to rely less on cars and more on electric and hybrid buses, thus reducing air pollution and GHG emissions relative to the business as usual case. New bus stations and improved services may encourage business around them which generates employment and economic opportunities. Any negative impacts during project implementation are expected to be minor and relative to general traffic growth causing air pollution, noise, road safety impacts, and small amounts of sewage and solid wastes from the bus terminal facilities. During construction, some road-side trees will be relocated.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts. The EA process has contributed effectively to the optimization of project design. Different design options were compared from environmental perspective as part of the EA process, including a without project scenario, to avoid or minimize negative impacts from the outset. Choice of major corridors for improvement, site selection for bus facilities, different land configuration and impacts on green belt and vegetation were compared. Alternatives with less social and environmental impacts, e.g. those that could reduce the tree/bush removal, better shelter passengers, less impacts on historical alley areas were recommended. For alleys in historical old town, the EA survey discovered some in the core tourist area of Kazanqi are in good condition with their road, sidewalk and side-ditch well paved with brand-new street lights. The Bank team proposed other alleys truly in need of repair to better utilize precious public funds and avoid unnecessary social disturbance. The results have been incorporated in the feasibility studies and the design process.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described. Environment. The project will be implemented by the same PMO implementing the Bank's existing urban transport project in Yining (phase I). The PMO is very experienced in safeguard requirements. Its staff turnover is limited so far without major changes in staff envisaged. Despite the good continuity and project management, capacity building has been an integral part of the project preparation process to address environmental safeguard issues. The PMO has engaged the same EA institute hired for phase I, Xinjiang EA Center, a highest level certificated EA institute which has recent experience with several Bank projects.

The EMP was developed based on the EA. It specifies supervising mechanisms and institutional arrangements to foster



its implementation. During construction, supervision engineers will be primarily responsible for daily supervision of EMP measures. The PMO, assisted by environmental experts, will carry out random inspection. The EMP will be referred to in bidding documents and contracts with contractors and supervisors to ensure its implementation. During operation, responsibility to implement the EMP will largely be shifted to relevant operators and government agencies. To ensure the EMP implementation, a budgeted training plan is included in the EMP. The EMP is the result of close collaboration between the PMO, FS team and the EA consultants. This ensures the EMP's ownership by the project entities which in turn helps guarantee its effective implementation.

Construction disturbance, especially in ethnic minority neighborhoods, and impacts on green areas are identified as key issues for this project. Impacts will be mitigated through careful scheduling of construction to avoid the sensitive times for mosques and praying time, schools, child care and hospitals; provision of access, prohibition of noisy equipment operation and water spray near such sensitive sections, and cooperation with local departments on traffic control and infrastructure service. Timing for the religious activities has been identified through the EA consultation, and the construction will be suspended during these times. In addition, respect of religious custom is identified as a key issue for construction management, the workers will be provided with training on appropriate behavior near the religious venues with supervisors providing direct supervision and oversight by the PMO through random inspections. After civil work is completed, replanting trees and vegetation will compensate for the loss of green areas. Construction management will be enhanced to control the scope of the works and workers will be trained on the protection of green areas.

Social. Livelihood restoration will rely on comprehensive measures comprising cash compensation, training and social security program; housing restoration for those who will lose houses will be provided through either cash compensation, residential plot plus self-house construction, or a replacement house. The RP has identified three households out of the five choosing replacement house, after consultation and agreement with the affected households, and has documented that the replacement house is in Pingguoyuan Garden, which is almost built up. The due diligence review in the RP found that 40 mu farmland was required at Yuanqu Station in 2013, with impact on three households with 24 persons. In the land acquisition, all the affected households were investigated, and reached written agreements with the government, compensated in line with national land law, provided with cash, social security program, training and potential work opportunities. The review concluded that there is no pending issue and complaints related to land acquisition process, and that all the households have restored their living standards. The PMO committed to resettlement investment financing and full compensation for the affected, ahead of any land taking and house demolition. The RP is prepared in line with OP 4.12 and was disclosed locally on Jan 24, 2017 and by the Bank Infoshop in May 2017.

The EMDP was prepared based on a broad support from the minorities obtained through free, prior and informed consultation by the PMO and the social consultant from Hohai University. The EMDP is in line with OP 4.10, consisting of minority analysis and assessment, consultation mechanism, grievance redress system, and mitigation and development measures, and through consultation process covering 29 focus-group discussion with 102 minority persons, in-depth interviews with 33 minority persons, and relevant meeting with local authorities. Offset measures for potential adverse impacts mainly relate to construction period management, on safety, AIDS, religion and minority culture-related education, etc. Benefit enhancement measures comprise: i) livestock investment for 80 minority households in Xincun Village of Bayandai Township; ii) village tour investment for 150 households in Dulaidibeget Village; iii) Dunmaili Street protection investment; iv) Yingayati villager training program; v) publishing jobs generated in project construction and ensuring minority people have priority rights to work on the project construction. The EMDP also determined monitoring, budget and institutional arrangements for the implementation. The EMDP was disclosed locally on Jan 24, 2017 and in the Bank Infoshop in May 2017.



A free-standing social assessment report was prepared to cover social elements such as poverty, gender, social disturbance, etc., beyond both involuntary resettlement and ethnic minority issues. The SA reviewed the social context in the project area, scoped area of social impact, recognized and analyzed relevant stakeholders, and then identified relevant social impacts and risks and designated measures. It also particularly analyzed poverty and gender issues. The recommendations of the SA were shared with project designers and were materially incorporated in the project plan and design. On labor issue, the civil works under the project are generally within or around the city, where local government and communities have adequate capacity to manage labor influx issues, and the PMO is to contractually require all contractors to adequately address labor management, which will be monitored by local government, the PMO and a social monitoring consultant in the implementation stage.

PMO social capacity. The existing PMO is currently managing the ongoing Yining Urban Transport phase I project and has also been involved in several other projects financed by World Bank, ADB, and foreign financial agencies. Thus, the PMO has extensive experience with World Bank safeguards policy and performed well during the implementation of the Yining Transport Project I. During project preparation, a training program was also developed covering staff from PMO and below to ensure sound capacity for any new involved staff in relevant agencies and compliance. Institutional risk under the project is deemed low.

The RP and the EMDP detail arrangements on monitoring related to involuntary resettlement and ethnic minority, respectively, including monitoring methodology, main indicators, monitoring frequency and reporting system, as well as budgeting, etc. Qualification requirements for monitoring consultant is also determined in the mentioned instruments, and the PMO will engage the consultant through a legally adequate procurement process.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Social. The SA identified 180 thousand people from five street communities and five townships, accounting for 30% of the total city population, will directly benefit from the project. The RP and the EMDP are also prepared based on extensive consultation with and participation of diverse stakeholders, including different levels of governments, community/village leaders, and the affected individuals, etc. All the affected households and their potential impacts were identified through the census survey and inventory in the project area. Project and resettlement related information was widely distributed in the project area and specifically provided for the affected persons including vulnerable groups, through channels such as newspaper, TV, posters and public meetings. Meetings, focus group discussion and extensive key informant interviews were conducted with local people, government officials and the relevant agencies to finalize measures, actions or mechanisms related to involuntary resettlement, minority, and other social issues. The documents were disclosed locally on Jan 24, 2017 and by the Bank Infoshop in May 2017.

Environment. There were two rounds of public consultation undertaken following each round of public disclosure. In June-July 2016, notification about the project and plan for EA was disclosed in local newspaper (Yining Evening on 24 June 2016) official website of Provincial Environmental Bureau, as well as bulletin boards along the proposed corridors. In January 2017, the draft EA/EMP was disclosed on the above mentioned website and advertised in the newspaper with information about access to the EA hardcopy. The primary objective was to collect the public opinion about the project, the EA findings and the sufficiency of mitigation measures. Following the disclosure, nearly 500 people with a wide range of background were surveyed with a bilingual questionnaire in Chinese and Uyghur. Among the surveyed, 70% are ethnic minority groups and 43% are women. The survey shows that most people support the project. Their major concerns include traffic and social disturbance and noise during construction. Measures to address these concerns are incorporated in the EA/EMP and conveyed to the PMO. The English versions were sent to



the World Bank.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
25-Apr-2017	02-May-2017	

"In country" Disclosure

Resettlement Action Plan/Framework/Policy Process

Date of receipt by the Bank	Date of submission for disclosure
08-May-2017	14-May-2017

"In country" Disclosure

China
24-Jan-2017

Comments

Indigenous Peoples Development Plan/Framework

Date of receipt by the Bank	Date of submission for disclosure
08-May-2017	14-May-2017

"In country" Disclosure

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment



Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes

OP/BP 4.11 - Physical Cultural Resources

Does the EA include adequate measures related to cultural property?

Yes

Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?

Yes

OP/BP 4.10 - Indigenous Peoples

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Practice Manager?

NA

OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

Yes

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

Yes

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?

Yes



All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

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APPROVAL

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