

**World Bank-financed Xinjiang Yining Urban Transport
and Environment Project**

Ethnic Minority Development Plan

**Yining Municipal Government (YMG)
May 2017**

Letter of Commitment

世行贷款新疆伊宁市城市交通和环境改善项目移民安置计划

承诺函

为了进一步完善城市道路网，建立可持续的城市交通系统，提高城市交通系统的运作效率，满足周边县市对外交通联系和发展旅游与物流的需要，伊宁市人民政府决定建设伊宁市城市交通和环境改善项目工程。项目相关的设计文件以及建设用地将报新疆维吾尔自治区相关部门的批准。项目建设计划于 2017 年开始，2022 年结束。伊宁市人民政府通过国家财政部，申请世界银行贷款用于资助本项目的部分费用。因此，项目的实施必须满足世界银行非自愿移民政策（OP4.12）。伊宁市项目管理办公室准备了《移民安置计划》。

本移民安置计划遵守中华人民共和国、自治区和伊宁市的相关法律和当地的法规，并符合世界银行非自愿移民政策（OP4.12）的规定。

伊宁市人民政府和伊宁市项目管理办公室兹确认 2017 年 1 月移民安置计划内容，并承诺将根据移民安置计划的相关要求实施。伊宁市人民政府授权伊宁市项目管理办公室协调相关机构实施移民安置计划。



市长（或分管副市长）： 李长荣 （签字） 2017年9月26日 （日期）

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Abbreviations

EIA	-	Environmental Impact Assessment
EMDP	-	Ethnic Minority Development Plan
EMDAP	-	Ethnic Minority Development Action Plan
EMP	-	Environmental Management Plan
FGD	-	Focus Group Discussion
IA	-	Implementing Agency
M&E	-	Monitoring and Evaluation
PMO	-	Project Management Office
PRC	-	People's Republic of China
RAP	-	Resettlement Action Plan
YMG	-	Yining Municipal Government
SA	-	Social Assessment
XUAR	-	Xinjiang Uygur Autonomous Region

Units

Currency unit	=	Yuan (CNY)
USD1.00	=	CNY6
1 hectare	=	15 mu

Abstract

A. Project overview

The World Bank-financed Xinjiang Yining Urban Transport and Environment Project (hereinafter, the “Project”) consists of Transport and Environment Improvement, Transport Management and Road Safety, Public Transport Improvement, and Institutional Development and Technical Assistance. The Project aims to further improve the urban road network and transport management, and establish a sustainable and efficient urban transport system.

B. Purpose and methods of EMDP preparation

This EMDP has been prepared to involve minority residents in project preparation and implementation, ensure that they benefit from the Project, reduce negative impacts, and alleviate their poverty.

In order to prepare this EMDP, the PMO, EMDP preparation team and the SA team conducted a series of public participation activities during June 22-July 4 and December 26-31, 2016, including 29 FGDs, in-depth interviews with 79 residents in 5 villages and 24 communities, and interviews with 52 key informants, and 6 stakeholder discussions.

C. Social Impacts

Positive impacts: 1) repairing damaged pavements, improving transport efficiency and mitigating traffic congestion; 2) improving the road infrastructure and traffic conditions, and ensuring traffic safety; 3) establishing an intelligent transport safety system to improve transport management and safety; 4) improving public transport facilities and bus route availability; 5) improving public safety awareness through education and training; 6) relieving parking pressure and improving street appearance; and 7) generating job opportunities and increasing minority residents' income.

Negative impacts: 1) failure to realize the project objectives due to improper traffic management or subsequent maintenance; 2) impacts on minority customs; 3) impacts on personal safety; 4) impacts on local residents' lives; 5) construction impacts on nearby store operations; and 6) LA and HD impacts.

D. Social Gender and Development

Women's development: The proportions of local women being illiterate and having received primary school education are higher than those of men; housework is done by women mainly. Uygur women usually won't work outside alone without the consent of their husbands. Local women participate in village affairs to a very low extent, and would attend village meetings only when their husbands are absent.

Positive impacts on women: 1) ensuring minority women's traffic safety; 2) creating job opportunities for women to increase household income; 3) improving women's living environment; and 4) reducing women's traffic costs and improving their traffic conditions.

Negative impacts on women: 1) Women's needs are ignored; 2) Women are excluded from skills training and traffic safety publicity; and 3) The Project's benefits are reduced due to weak

environmental and safety awareness.

E. Ethnic Minority Development Action Plan (EMDAP)

Measures to enhance positive impacts: 1) making jobs generated by the Project first available to minority residents and women; 2) strengthening skills and knowledge training; and 3) supporting minority livelihood development.

Measures to reduce potential risks: 1) construction safety measures; 2) prevention and treatment of AIDS and other infectious diseases; 3) participation in project implementation; 4) Establishing grass-root publicity teams for safety awareness education; and 5) respecting local minority customs.

1. Introduction

1.1 Background of the Project

Yining is the largest open frontier city in western China, the political, economic, cultural and transport center of Yili Kazakh Autonomous Prefecture, a central city that connects the Khorgos, Dolas and Mzart Ports, a bridgehead of the New Euro-Asia Continental Bridge, and an important commodity distributing center on the Silk Road.

In recent years, with the rapid development and urbanization of Yining City, its urban functions are improving, and its urban road network is taking form. However, the road transport system is still inefficient due to unsound urban infrastructure and transport management, restricting the opening up of the city, and the development of Yining Frontier Economic Cooperation Zone and Yining Park of Khorgos Economic Development Zone. The Project aims to further improve the urban road network and transport management, and establish a sustainable and efficient urban transport system to strengthen connections between Yining Frontier Economic Cooperation Zone, Yining Park and Nan'an New District, and meet transport, tourism and logistics needs of nearby areas.

The gross investment in the Project is 792.3303 million yuan, a Bank loan of 650 million yuan (equivalent \$100 million to), accounting for 82.04%, and the balance of 142.3303 million yuan (equivalent to \$21.9 million) is from local counterpart funds, accounting for 17.96%.

1.2 Components

The Project consists of Transport and Environment Improvement, Transport Management and Road Safety, Public Transport Improvement, and Institutional Development and Technical Assistance.

1. Transport and Environment Improvement: 1) Road Transport: construction of 9 urban primary and secondary roads, and urban alleys in 4 areas; and 2) Road Maintenance Equipment and Systems: purchase of urban road maintenance machinery

2. Transport Management and Road Safety: Transport management systems and facilities: including the installation of 70 sets of traffic signals, 63 HD illegal driving monitoring cameras, 18 traffic violation monitoring systems, 44 illegal parking monitoring systems, and 20 illegal turning monitoring systems, 20 HD over-speed monitoring systems, and 4 traffic guiding panels

3. Public Transport Improvement: construction of the Yining Park and Nan'an New District bus terminals; installation of 150 bus-borne GPS and bus IC card systems, 45 electronic stop boards, and 500 bus compartment real-time monitoring systems and one-key alarm systems; purchase of an intelligent bus system for capacity expansion, charging piles, charging pile canopies, bus terminal box transformers, and 50 10.5m purely electric buses and 100 12.0m hybrid buses. BRT lane construction on Jiefang West Road and Beijing Road (Anhui Road-Jiefang West Road), and supporting facilities, with a total length of 2x7047.8m.

Table 1-1 Project Information

No.	Component	Scope		Remarks
1	Transport and Environment Improvement	a. Road Transport	Urban Primary and Secondary Roads	Construction of 9 urban primary and secondary roads, with a total length of 7.4km
			Urban Alleys	Construction of urban alleys in 4 areas, with a total length of 34.5km
		b. Road Maintenance Equipment and Systems		Purchase of urban road maintenance machinery to ensure road quality and intactness
2	Transport Management and Road Safety	Transport management systems and facilities		Installation of 70 sets of traffic signals, 63 HD illegal driving monitoring cameras, 18 traffic violation monitoring systems, 44 illegal parking monitoring systems, and 20 illegal turning monitoring systems, 20 HD over-speed monitoring systems, and 4 traffic guiding panels
3	Public Transport Improvement	a. Yining Park bus terminal		40 mu, including 30 mu of construction land and 10 mu of reserved land
		b. Nan'an New District bus terminal		40 mu
		c. Purchase of purely electric buses and hybrid buses		50 purely electric buses and 100 hybrid buses
		d. Installation of 45 electronic stop boards		/
		e. Installation of 150 bus-borne GPS and bus IC card systems		/
		f. 500 bus compartment real-time monitoring systems and one-key alarm systems		Including HD cameras, terminals, communication cards and video monitoring software
		g. Purchase of an intelligent bus system for capacity expansion		/
		h. Purchase of charging piles, charging pile canopies and bus terminal box transformers		Charging piles (13 30kW ones and 25 120kW ones), charging pile canopies of 1000m ² and 7 bus terminal box transformers
		i. BRT lane construction		BRT lane construction on Jiefang West Road and Beijing Road (Anhui Road-Jiefang West Road), and supporting facilities, with a total length of 2x7047.8m.

1.3 Purpose of the EMDP

This EMDP has been prepared to involve minority residents in project preparation and implementation, ensure that they benefit from the Project, reduce negative impacts, and alleviate their poverty. This EMDP will describe their demographic, social and cultural features, and needs, the Project's impacts on them, and measures to ensure that they benefit equally and negative impacts are minimized. Such measures include measures to improve living standard, alleviate poverty, protect their cultures and traditions, support vulnerable groups, etc.

1.4 Ethnic Minority Development Objectives of the Project

The direct beneficiary area of the Project is 5 sub-districts (Kazanqi, Dumari, Yilihe, Alamubag and Saybuy), and 5 townships (Yingyeer Xiang, Hanbin Xiang, Bayandai Town, Kardun Xiang and Kebokyz Xiang) in Yining City. The affected ethnic groups are Uygur, Han, Kazakh and Hui mainly, and the project area has a population of 179,966, in which Uygur accounts for 47.42%, Han for 40.27%, Kazakh for 2.9%, Hui for 3.54% and other ethnic minorities for 5.87%.

The objectives of this EMDP are: 1) providing all relevant project information in a manner suited

to local minority cultures and customs, conducting adequate communication and consultation, and analyzing their needs; 2) involving minority residents in project preparation and implementation to ensure that they benefit from the Project, reduce negative impacts, and alleviate their poverty; and 3) taking actions to minimize the Project's potential impacts on and risks to minority residents, and enhancing their opportunities to benefit from the Project in a way acceptable for them.

1.5 Research Methods

In order to prepare this EMDP, the PMO, EMDP preparation team and the SA team conducted a series of public participation activities during June 22-July 4 and December 26-31, 2016, including 29 FGDs, in-depth interviews with 79 residents in 5 villages and 24 communities, and interviews with 52 key informants, and 6 stakeholder discussions.

2. Overview of Ethnic Minorities in the Project Area

2.1 Population

2.1.1 XUAR, Yili Prefecture and Yining City

XUAR: XUAR is located in northwestern China, and on the ancient Silk Road and the New Euro-Asia Continental Bridge, bordered by Russia, Kazakhstan, Kyrgyzstan, Tajikistan, Pakistan, Mongolia, India and Afghanistan. XUAR is one of the five minority autonomous regions of China, and one of the province-level administrative division with the largest land area (1.66 million km²). It is inhabited by 47 ethnic groups, mainly including Uygur, Han, Kazakh, Hui, Mongolian, Kyrgyz, Sibe, Tajik, Uzbek, Manchu, Daur, Tatar and Russian.

XUAR governs 7 sub-regions, 5 prefectures and two prefecture-level cities, 88 counties (county-level cities), including 32 frontier counties (cities), 6 minority autonomous counties, and 5 county-level cities directly under the XUAR government, and 857 townships, including 42 minority Xiangs. At the end of 2014, XUAR had a population of 27.9619 million, including a Han population of 10.5626 million, accounting for 37.77%; a Uygur population of 12.0947 million, accounting for 43.25%; a Kazakh population of 2.8563 million, accounting for 10.21%; and a Hui population of 1.4948 million, accounting for 5.35%.

Yili Prefecture: Yili Prefecture is located northwestern Xinjiang, known for plenty of rainfall, with a land area of 350,000 km². At the end of 2014, the prefecture had a population of 4.7364 million, including a Uygur population of 822,800, accounting for 17.37%; a Han population of 1.9675 million, accounting for 41.54%; a Kazakh population of 1.2576 million, accounting for 26.55%; and a Hui population of 436,300, accounting for 9.21%.

Yining City: Yining City is located in the center of the Yili River Valley and north of the Yili River, being the center of the Yili Prefecture Government and a bridgehead of the New Euro-Asia Continental Bridge. Yining governs 8 sub-districts, one town and 8 Xiangs, with a land area of 755 km². At the end of 2014, Yining had a resident population of 559,700, a year-on-year increase of 4.5%; a resident population of 534,300, up 2.3%, a nonagricultural population of 362,900, up 2.4%; an agricultural population of 196,800, up 8.6%; a male population of 280,300 and a female population of 279,400. In 2014, the city's birth rate was 8.95%, death rate 4.16%, and natural population growth rate 4.79%. The city is inhabited by 38 ethnic groups, including 269,700 Uygur people, 204,000 Han people, 26,200 Kazakhs and 39,600 Hui people, up 4.2%, 5.8%, 3.1% and 1.8% respectively, accounting for 48.19%, 36.45%, 4.68% and 7.08% of gross population respectively.

Table 2-1 Ethnic Composition of Population of XUAR, Yili Prefecture and Yining City in 2014 (Units: 0,000, %)

Division	Population	Uygur		Han		Kazakh		Hui		Other groups	
		Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent
XUAR	2796.19	1209.47	43.25	1056.26	37.77	285.63	10.21	149.48	5.35	95.35	3.41
Yili Prefecture	473.64	82.28	17.37	196.75	41.54	125.76	26.55	43.63	9.21	25.22	5.32

Yining City	55.97	26.97	48.19	20.4	36.45	2.62	4.68	3.96	7.08	2.02	3.61
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Source: Statistical Yearbook 2015 of XUAR

2.1.2 Project Area

The direct beneficiary area of the Project is 5 villages and 24 communities in 5 sub-districts (Kazanqi, Dumari, Yilihe, Alamubag and Saybuy), and 5 townships (Yingyeer Xiang, Hanbin Xiang, Bayandai Town, Kardun Xiang and Kebokyz Xiang) in Yining City. The affected ethnic groups are Uygur, Han, Kazakh and Hui mainly, and the project area has a population of 179,966, in which Uygur accounts for 47.42%, Han for 40.27%, Kazakh for 2.9%, Hui for 3.54% and other ethnic minorities for 5.87%.

Table 2-2 Minority Population in the Project Area (Units: household, person)

Township	Villages/communities	HHs	Population	Males	Females	Uygur	Han	Kazakh	Hui
Kardun Xiang	3 villages: Yinayat, Huaguoshan, Dongliang	1801	7346	3988	3358	6611	294	126	205
Yingyeer Xiang	5 villages: Muye, Jieliangzi, Liuqiduan, Alamutya, Yingyeer	6970	16516	9112	7404	12106	1546	439	753
Hanbin Xiang	5 villages: Hanbin, Fazhan, Baskulk, Dumail, Yimail	6484	17806	9049	8757	13176	3383	528	719
Bayandai Town	7 villages: Bayandai, Xincun, Dunbazha, Sanduan, Gangou, Tiechanggou, Sualamut	16852	42133	15905	15328	15304	10931	2812	2186
Kebokyz Xiang	2 villages: Tuanjie, Kebokyz	1265	4821	2545	2276	4339	145	129	135
Kazanqi Sub-district	4 communities: Moyk, Kazanqi, Tortdukan, Bostan	4049	12252	6274	5978	11690	276	120	99
Dumari Sub-district	5 communities: Youhaojie, Malebaz, Saybag, Xinhua West Road, Xyerheyq	7523	17670	9433	8237	6387	7353	670	840
Yilihe Sub-district	4 communities: Bayqk, Humdamy, No.9, Saykyrux	3731	10934	5857	5077	7749	2581	279	221
Alamubag Sub-district	6 communities: Ailambag, Tuhukruik, Tianshan, Altunek, Yiayat, Saymari	8385	22851	12029	10822	9405	9700	1164	1611
Saybuy Sub-district	5 communities: Ehmetjan Road North, Wustanby, Yimari, Stalin Street, Shihu Street	10007	27637	13852	13785	2901	21339	547	554
Total		67067	179966	88044	81022	89668	57548	6814	7323

Source: township/sub-district statistical reports

2.2 Socioeconomic Profile

2.2.1 Economy

In 2015, Yili Prefecture's GDP 163.977 billion yuan, a year-on-year growth of 8.7%, in which the output value of primary industries was 45.608 billion yuan, up 6.0%; that of secondary industries 49.701 billion yuan, up 8.1%; and that of tertiary industries 68.667 billion yuan, up 11.0%, and the ratio of primary, secondary and tertiary industries was adjusted from 27.4:34.2:38.4 in 2014 to 27.8:30.3:41.9. In 2015, the prefecture's per capita GDP was 34,119 yuan, up 7.6%.

In 2015, Yining City's GDP was 20.99 billion yuan, a year-on-year growth of 17.6%, in which

the ratio of primary, secondary and tertiary industries was 3.3:20.4:76.3, local fiscal revenue 3.196 billion yuan, budgetary revenue of public finance of 2.469 billion yuan, up 0.6%; local fixed asset investment 2.357 billion yuan; urban residents' per capita disposable income of 24,550 yuan, up 11.8%; and farmers' and herdsmen's per capita net income 13,639 yuan, up 1,061 yuan.

2.2.2 Education

In 2015, Yili Prefecture had 31,700 enrolled regular senior high school students, 90,500 current students and 28,800 graduates; 50,500 enrolled regular junior high school students, 148,100 current students and 48,400 graduates; 62,900 enrolled regular primary school students, 351,800 current students and 52,500 graduates; and 67,300 enrolled kindergarten kids and 140,800 current kids.

At the end of 2015, Yining City had 84 schools, including 53 primary schools, 30 regular high schools, a secondary vocational school, 87,400 primary and high school students, and 7,824 full-time primary and high school teachers. In 2015, the enrollment rate of primary schools was 99.95%, and that of senior high schools 96.2%.

2.2.3 Health

At the end of 2014, Yili Prefecture had 3,502 health institutions with 21,702 beds and 25,500 technicians.

At the end of 2014, Yining City had 269 health institutions with 1,435 beds and 2,502 technicians. In 2015, 146,700 residents in Yining City covered new-type cooperative medical insurance for rural and pastoral areas, with a coverage rate of 99.6%, 323,304 men-times were indemnified, with an average benefiting rate of 220.38%, including 27,435 men-times of hospitalization, with a per capita indemnity of 2,524 yuan, up 627 yuan from the previous year, and 295,869 men-times of outpatient service, with a per capita indemnity of 29.03 yuan, up 3.4 yuan.

2.2.4 Traffic Modes

In Yining City, 53.8% of trips of residents are motorized, including 27.63% by bus, 18.87% by bus (self-driving 14.41% and riding 4.46%), and 2.51% by motorcycle; 46.2% of trips are non-motorized, including 2.72% by bicycle, 2.64% by electric bike and 40.88% by foot.

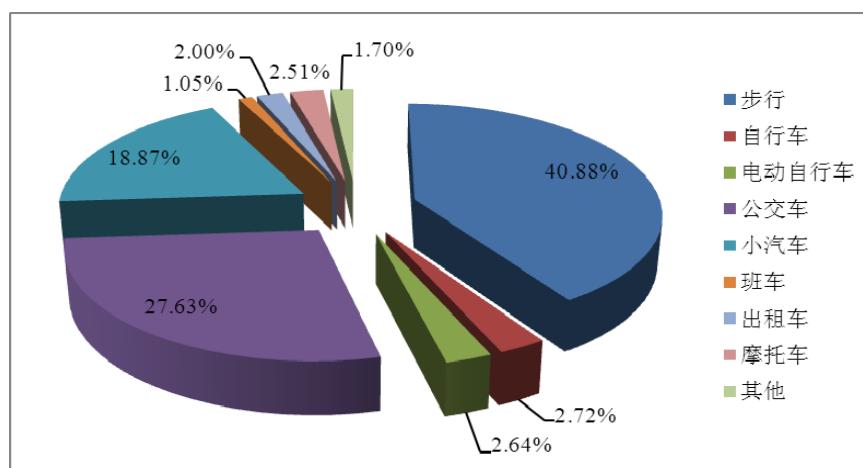


Figure 2-1 Pie Chart of Traffic Modes of Local Residents

In general, residents in Yining City travel by foot, bus and car mainly, and the proportions of travel by bicycle and motorcycle are low due to weather.

2.3 Religious and Cultural Profile

2.3.1 Uyghur

Uyghur is the ethnic minority with the largest population in the project area, and an ancient ethnic group in northwestern China. The word “Uyghur” means “unity”. Most of the Uyghur people live in Kashgar, Hetian, Aksu and Korla south of the Tianshan Mountains mainly, and some are scattered in Urumqi and Yili north of the Tianshan Mountains, and other provinces.

Clothing: All Uyghur people wear flower hats with four edges. Men usually wear robes buttoning down the front, and men usually wear dresses, covered by black front-opening vests, earrings, bracelets, finger rings and necklaces.

Religion and language: The Uyghur people use their own language of Uyghur, which belongs to the Altaic family and the Turkic branch. Historically, the Uyghur people used ancient Turkic, ancient Uyghur, etc. successively. Since the early 1980s, Uyghur based on Arabic Letters has been resumed. The Uyghur people generally believe in Islam (Sunni).

Festivals: The traditional Uyghur festivals include Eid al-Fitr, Corban and Nowruz. The Uyghur people attach great importance to traditional festivals, especially Corban, when every family would prepare meat and cakes, and refrain from eating and drinking after sunrise and before sunset.

Residence and architecture: The Uyghur architectural style in Yining City is influenced by both the West Asian and Russian styles, but the basic format is an open courtyard, with a broad porch in the front. The courtyard is both practical and environmentally aesthetic, with trees planted in and out. Residential interior decoration is very exquisite.

Diet: The Uyghur people eat flour and rice mainly, and drink milk tea, supplemented by crusty pancakes. Meals are diverse, including pilaf, meat porridge, hand-drawn noodles, baked buns, etc. They like to eat fruit, including muskmelon, watermelon, grape, apple, pear, apricot and pomegranate, and refrain from pork and pomegranate meat.

Livelihoods: The Uyghur people deal mainly with crop cultivation and stockbreeding, and have the tradition of doing business. Their traditional handicrafts are very developed.

Marriage: The Uyghur people usually marry internally, and usually don't marry with ethnic groups not believing in Islam.

2.3.2 Hui

Hui is the second largest ethnic minority in the project area, and the most widespread ethnic minority in China. They usually use Chinese, and the local Hui people mostly use Uyghur concurrently.

Clothing: Hui men usually wear a brimless black or white hat and have a beard; Hui women

usually wear veil, green for young women, black for middle-aged women and white for old women. The Hui people are good at doing business, and boast the characteristic “hand-drawn noodle economy”.

Religion: The Hui people believe in Islam. The mosque is the main religious activity place of Hui Moslems, and has extensive functions, including religious activity and education. It is also a political, economic, cultural and public welfare activity center for Hui people. Hui men usually worship at the mosque 5 times a day, while Hui women worship at home.

Festivals: The Hui people celebrate the 3 major Islamic festivals – Lesser Bairam, Corban Festival and Maulid al-Nabi. Lesser Bairam is a major, ceremonious Islamic festival. Moslems would fast for one month per annum, when they refrain from eating and drinking after sunrise and before sunset. Children, the old, the weak, the ill and women do not have to fast.

Residence and architecture: The Hui people in Xinjiang spread over the region. Their residences embody ethnic characteristics, and usually have a courtyard.

Diet: The Hui people are very hospitable and polite. Their diet is mainly made up of flour and meat. They refrain from pork.

Livelihoods: The Hui people are good at doing business and rely less on agriculture. The Hui people in the project area grow wheat, rape, potato, etc., and raise sheep, cattle, chickens, ducks, horses, donkeys mainly.

Marriage: The Hui people practice monogamy, and mostly marry Hui residents. People of other ethnic groups married to Hui people must be inducted to Islam and accept Hui customs. Hui women get married very early, usually within the age range of 16-19 years.

2.3.3 Kazakh

Kazakh is the dominant ethnic group of Kazakhstan, and an ethnic minority in China, Russia, Uzbekistan, Turkey and Mongolia. The Kazakhs use Kazakh based on Arabic Letters.

Religion and customs: The Kazakhs believe in primitive faith and Islam, and worship natural things, such as the heaven, earth, sun, moon and stars.

Festivals: The main Kazakh festivals are Corban Festival, Eid al-Fitr and Nowruz. On Nowruz, every family drinks a delicious porridge made from meat, rice, wheat, barley, milk, salt and water.

Residence and architecture: Since the Kazakhs deal mainly with stockbreeding, their ancestors created a unique architectural form – yurt, which is a simple shelter suitable for transfer in spring, summer and autumn.

Diet: Kazakh daily foods include noodles, beef, mutton, horsemeat, butter, milk tofu, etc., and daily drinks include cow milk, goat milk and horse milk.

Marriage: A Kazakh wedding usually lasts 3 days.

2.4 Policy Framework

This EMDP has been prepared in accordance with the laws and regulations on ethnic minorities of the PRC, local regulations and policies, and the Bank’s policies on ethnic minorities

(OP4.10 and BP4.10). See Appendix 1.

The policies and regulations of the PRC on ethnic minorities are in line with the Bank's concerns about ethnic minorities, i.e., to respect ethnic minorities' dignity, power, economy and culture, pay attention to the equality and development of ethnic minorities, and pay special attention to the development of their economic, social and cultural programs in order to maintain their rights and interests, and improve their socioeconomic status.

The policies the PRC and the Bank are focused on public participation, consultation and the action plan. At the preparation, implementation and monitoring stages, minority residents' opinions, attitudes and expectations should be taken into account seriously. This requires that attention should be paid to public participation during the whole project lifecycle, especially women, the poor and other vulnerable groups, to ensure that they can benefit from the Project.

2.5 Ongoing Local Ethnic Minority Development Projects

After the completion of the Project, the realization and maximization of its social benefits will rely on the ongoing development projects in the project area. The consultants have learned such projects through discussion with all stakeholders.

Such projects fall into the following types: 1) Beautifying Project, Xinjiang Assistance Project, etc. implemented by the women's federation; 2) Educational Assistance Project, Housing Improvement Project, Village Development Project, Industrial Poverty Reduction Project, Financial Poverty Reduction Project, etc. implemented by the poverty reduction office; 3) Livelihood Improvement Project, Community Construction Project, etc. implemented by the civil affairs bureau; 4) Human and Livestock Drinking Project, traffic projects, cultivation and stockbreeding projects, and technology extension and training projects for ethnic minorities, and Characteristic Village Conservation and Development Project for characteristic folk culture villages implemented by the ethnic and religious affairs bureau. See **Appendix 2 "Ongoing Local Ethnic Minority Development Projects"**.

3. Overview of Social Assessment

During June-July and December 2016, the task force conducted a social assessment in the project area with the assistance of the Yining PMO and local agencies concerned.

3.1 Purpose, Methods and Process of SA

3.1.1 Purpose of SA

The SA aims to learn the expectations and needs of the groups affecting or affected by the Project through in-depth, systematic research, and develop a series of measures at the design and implementation stages to ensure the extensive participation of stakeholders (especially the poor, ethnic minorities and women), enhance their opportunities to benefit from the Project, and avoid or mitigate the Project's adverse impacts.

3.1.2 Methods of SA

The SA methods used for the Project are as follows:

1) Literature review: The project proposal, feasibility study report, statistical yearbooks, rural economic and social statistics, national economic development plans, annual work summary reports of functional departments concerned, etc. were reviewed to learn project information, and local socioeconomic profile.

2) FGD: During June 23-30, 2016, 29 FGDs were held, involving 145 participants in total, including 59 females, 22 old people and 102 minority residents (90 Uygur people, 8 Kazakhs and 4 Hui people) to learn different people's needs for and attitudes to the Project.

3) In-depth interview: During June 23-30 and December 26-31, 2016, in-depth interviews were conducted with 79 officials, teachers, religious workers, farmers, storeowners, enterprise employees, housewives and other residents, including 25 women (35.1%) and 33 minority residents (24 Uygur people, accounting for 72.7%; 6 Kazakhs, accounting for 18.2%; 3 Hui people, accounting for 0.9%), to learn the APs' production and living conditions, the Project's positive and negative impacts on them, and their attitudes to and suggestions on project design and implementation.

4) Key informant interview: During July 1-4 and December 26-31, 2016, heads of local township governments, village/community committees, and municipal women's federation, ethnic and religious affairs bureau, civil affairs bureau, labor and social security bureau, transport bureau, etc. were interviewed to learn local ethnic minority development, relevant policies and projects, and their suggestions on the Project and the EMDAP.

5) Stakeholder discussion: During July 1-4, 2016, stakeholder discussions were held with local agencies concerned, and directly and indirectly affected persons to determine measures to reduce risks and propose action suggestions.

3.2 Impacts of the Project on Ethnic Minorities

3.2.1 Positive Impacts

1. Repairing damaged pavements, improving transport efficiency and mitigating traffic

congestion

Today, the urban road network of Yining City has taken form, but is still insufficient to meet the growing traffic demand. The current issues of urban roads include: 1) Most roads are narrow, and would be highly congested during peak hours; 2) Pavements and sidewalks of some roads are seriously damaged; and 3) Road drainage is bad, and water accumulation would occur on rainy days. In addition, there is significant clustering from nearby areas to the downtown area, thereby raising higher requirements for traffic conditions.



Narrow sidewalk



Unregulated parking

Some residents say that they would encounter traffic congestion during peak hours. In addition, pavement damage and water logging would also cause traffic inconvenience to some extent. The Transport and Environment Improvement component will solve these issues, improve the traffic and living environment of local residents composed mainly of minority residents, reduce noise and dust, and attract more tourists.

Interview 1: Head of Yiayat Community, Alamubag Sub-district

We live in the densely populated outskirts with high vehicular traffic, with many nearby schools. Since the roads are narrow and have no sidewalk, they are particularly congested during the peak hours. We expect the roads to be broadened to avoid traffic accidents.

Interview 2: a resident in Kazanqi Community, Kazanqi Sub-district (Uygur, male, 39 years)

I usually go out by electric bike, and would encounter great inconvenience on rainy days due to water logging. Some pavements are rugged, and would be muddy on rainy days.

2. Improving the road infrastructure and traffic conditions, and ensuring traffic safety

According to the field survey and interviews, the following issues exist on Xinhua West Road, Huaguoshan Road and Beijing Road: 1) high and mixed traffic; 2) unsound transport management facilities and road facilities, resulting in disorderly traffic; 3) prevalent traffic violations, resulting in great safety concerns; 4) poor connection between roads and pavements; and 5) poor driving

conditions and traffic organization.

According to interviews, local residents show great concerns due to the shortage of road safety facilities, including crosswalks, deceleration strips, safety islands and warning signs.

Interview 3: head of Tuanjie Village, Kebokyz Xiang

Villagers' main traffic modes are motorcycle and electric bike, but road facilities are insufficient, including streetlamps, warning signs and crosswalks, posing safety risks.

Interview 4: secretary of Dongliang Village, Kardun Xiang

Young people often travel by motorcycle, and have encountered many traffic accidents. Accidents are likely to occur on this trunk road of our village, and there are no traffic signals.

Interview 5: head of Yinayat Village, Kardun Xiang

Our village is close to the urban area, with 3 nearby schools. Due to narrow roads and high traffic density, sidewalks are occupied to varying degrees. There are not enough traffic signals, and neither deceleration strip nor crosswalks near schools. Primary school students are exposed to high risks due to weak safety awareness. The village head suggests that overpasses and underpasses be built.

In the Integrated Transport Corridors subcomponent, traffic safety facilities (traffic signals, marks, safety islands, overpasses, underpasses, etc.) will be improved gradually to reduce crossing delays and traffic accidents (vehicle damages, personal injuries and deaths), and ensure pedestrian safety.

3. Establishing an intelligent transport safety system to improve transport management and safety

According to the survey, due to weak public traffic safety awareness, such acts as illegal parking, red light running, guardrail climbing and mixed traffic are prevalent in the project area, aggravating the burden of road management greatly.

FGD with the traffic police brigade 1:

Existing traffic problems mainly include the lack of road crossing facilities and traffic signals, illegal parking, guardrail climbing and red light running, due mainly to the weak safety awareness of pedestrians and drivers. In addition, the existing infrastructure is insufficient for the traffic load.

In the Project, traffic signals, monitoring systems and traffic guiding panels will be installed on some roads, a dynamic management strategic implemented, and timely and comprehensive traffic information provided to ensure rational traffic distribution, improve traffic efficiency, and fully tap the potential of the existing traffic infrastructure, thereby improving traffic safety and traffic service level, alleviating congestion, and optimizing the urban traffic environment.

4. Improving public transport facilities and bus route availability

According to the field survey and interviews, the following issues exist in the existing public transport system: 1) Most bus routes run through primary and secondary trunk roads, and overlap highly with residents' motorized traffic in spatial distribution, resulting in serious congestion during peak hours; 2) The layout of the bus routes is irrational, with some blind areas, so that many villagers have to take long walks or taxi rides to take a bus, leading to high time costs; 3) Services are not good. Since old people take buses for free, drivers often have bad attitudes to them or even refuse to carry them; and 4) Some private busses are of small capacity.

25.13% of the respondents are satisfied with the existing public transport system, 7.12% are neither satisfied nor dissatisfied, and 47.76% dissatisfied. The main reasons for dissatisfaction are non-punctuality and the lack of suitable bus routes.

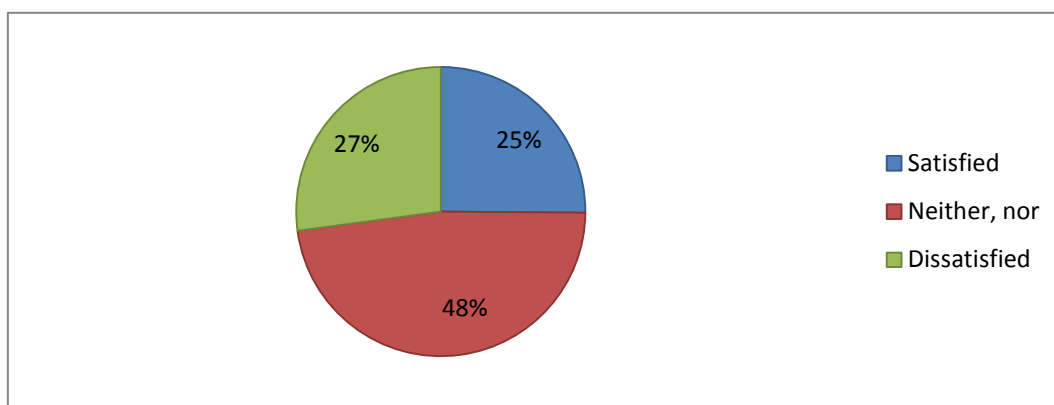


Figure 3-1 Local Residents' Comments on Public Transport System

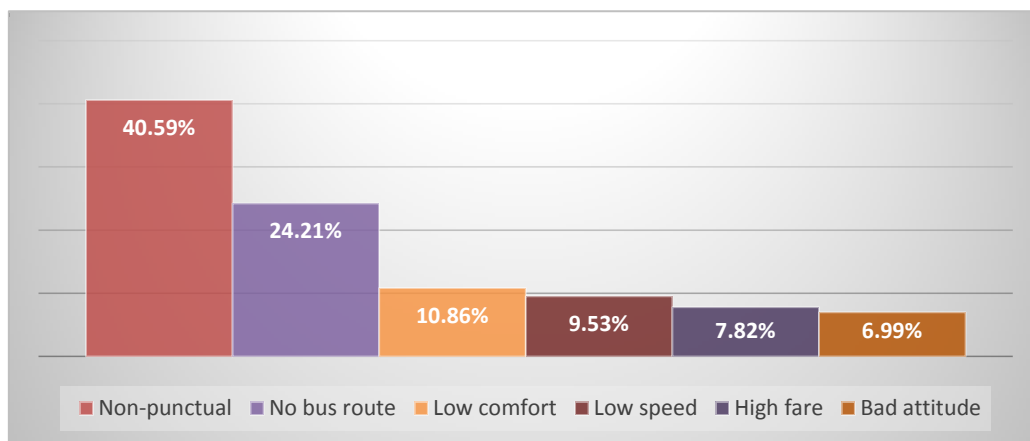


Figure 3-2 Reasons for Dissatisfaction with Public Transport System

(Source: Report on Integrated Transport System Planning and Research of Yining City)

As urban-rural connections are closer, residents have higher requirements for bus services.

Interview: a villager of Tuanjie Village, Kebokyz Xiang

Villagers rarely go out by bus due to inconvenience. 401# is the only bus route passing through here, but these private minibuses are too small to meet our demand. There is no stop board, and sometimes old people are not allowed on board, because they take buses for free.

Interview: a villager of Xincun Village, Bayandai Town (70 years, male)

We go out by electric bike, minibus or tricycle mainly, and rarely by bus. The highway leading to the outside is out of repair. It is very inconvenient for high school students to go to school. They have to go to and from town by bus by 8:00 pm, and if they miss the last bus, they have to walk 5km home.

The Public Transport Improvement component will improve bus hardware and software greatly by improving bus facilities and systems, optimizing bus routing, and increasing bus running frequency, thereby providing the public with safe, reliable, convenient, economical and comfortable bus services, and benefiting local residents.

5. Improving public safety awareness through education and training

Road safety relates not only to road conditions and management, but also to people's safety awareness. For example, some local pedestrians cross roads at will. In the Project, pedestrian facilities and traffic signs will be provided, and various training and education programs implemented to improve safety awareness.

6. Relieving parking pressure and improving street appearance

With the gradual growth of cars in the Kazanqi area (scenic zone), some residents park their cars on driveways, affecting vehicular and pedestrian traffic seriously. There is no fixed parking lot for tourist buses, which are often parked at the entrance, affecting street appearance. In the Project, a 3,666 m² car park that accommodates about 125 vehicles will be built in the Kazanqi area, thereby mitigating parking difficulty, reducing street occupation and improving traffic safety greatly.

FGD with the traffic police brigade 2:

Some public institutions have their own parking spaces, which are not offered to the public for security reasons. Illegal parking is serious in our city, especially around Liqun Road, Stalin Street and People's Hospital, aggravating traffic congestion. Due to limited workforce, our brigade can hardly control illegal parking effectively. The transport management system should be improved.

7. Generating job opportunities and increasing minority residents' income

578 unskilled jobs will be generated at the construction and operation stages, in which 231 (40%) will be first made available to local minority residents, women and poor residents.

The improved traffic environment will attract enterprises to invest locally, thereby generating job opportunities for local residents, and promote local tourism development, thereby increasing the income and living standard of minority residents.

3.2.2 Negative Impacts

1. Failure to realize the project objectives due to improper traffic management or subsequent maintenance

The construction of traffic facilities under the Project lays a foundation for traffic improvement, but their proper functioning relies on traffic management and subsequent maintenance, which is as

important as construction. Currently, there are still many technical, institutional, management and conceptual issues in local traffic management, which may affect the realization of the project objectives.

2. Impacts on minority customs

Since technicians and workers of different ethnic groups will participate in project construction, they may conflict with local Uygur and Hui residents in diet, living habits and even customs.

3. Impacts on personal safety

In addition to construction workers who are exposed to risks due to construction, students, children and old people also have personal safety concerns due to narrow roads and high driving speeds.

4. Impacts on local residents' lives

Residents living in and near the construction area will be subject to such adverse impacts as traffic inconvenience and noise during construction.

5. Construction impacts on nearby store operations

Construction will affect nearby stores' operations and nearby residents' rest due to noise and traffic interruption, thereby potentially affecting nearby stores' operating revenue. Therefore, construction should be scheduled to avoid the high season of tourism to minimize such negative impacts.

6. LA and HD impacts

The Transport and Environment Improvement, and Public Transport Improvement components involve land acquisition and house demolition.

The Transport and Environment Improvement component involves the permanent acquisition of 33.875 mu of land, including 12 mu of cultivated land, 20 mu of woodland and 1.875 mu of housing land, and the demolition of houses of 203 m², affecting 5 households with 16 persons in 3 villages in 3 townships/sub-districts, including 14 Uygur people and two Hui people. The Public Transport Improvement component involves the acquisition of 40 mu of collective land and the occupation of 40 mu of state-owned farmland, affecting 5 households with 32 persons in two villages in two townships/sub-districts, including 5 Uygur people and two Hui people.

3.3 Social Gender and Development

3.3.1 Local Women's Development

During June 23-30, 2016, the task force conducted FGDs and in-depth interviews with 217 local residents, including 84 women (38.71%), and learned local women's education, division of labor, Putonghua proficiency and participation in public affairs.

1. Education

The survey shows that the proportions of local women being illiterate (1.8%) and having received primary school education (7.8%) are higher than those of men (0.9% and 6.5% respectively). The proportion of men having received junior high school or above education is much

higher than that of women.

Table 3-1 Educational Levels of Local Population (Units: person, %)

Educational level	Male		Female		Total	
	N	Percent	N	Percent	N	Percent
Illiterate	2	0.9	4	1.8	6	2.8
Primary school	14	6.5	17	7.8	31	14.3
Junior high school	69	31.8	42	19.4	111	51.2
Senior high school / secondary technical school	30	13.8	13	6.0	43	19.8
Junior college or above	18	8.2	8	3.6	26	11.9

Uygur, Han, Hui and Kazakh men have higher educational levels than women, and the proportion of Han women having received junior high school or above education is higher than those of women of the other ethnic groups. The proportions of Hui (48.2%) and Kazakh (46.5%) women having received primary school education are high, and 31.1% and 28.2% of Hui and Kazakh women having received junior high school education, lower than those of Uygur (45.7%) and Han (47.6%) women. The proportion of Han women having received higher education is the highest.

Table 3-2 Educational Levels of Local Minority Population (Unit: %)

Educational level	Uygur		Han		Hui		Kazakh	
	Female	Male	Female	Male	Female	Male	Female	Male
Illiterate	4.3	0.6	1.2	0.1	4.2	1.2	4.7	1.7
Primary school	24.5	31.4	24.7	25.1	48.2	49.1	46.5	48.8
Junior high school	45.7	41.9	47.6	47.9	31.1	32.3	28.2	24.5
Senior high school / secondary technical school	16.7	17.1	16.9	16.8	9.1	9.7	14.3	18.2
Junior college or above	8.8	9	9.6	10.1	7.4	7.7	6.3	7.2

2. Division of labor

In the project area, men are the main force of farming, and Uygur women usually do not farm except in the busy season, but are the main force of housework. Uygur women usually won't work outside alone without the consent of their husbands.

Some local Uygur and Hui women have attended training and are now dealing with handicrafts at home while taking care of family members, and their income contributes greatly to household income.

3. Putonghua proficiency

Local Hui and Han people speak Putonghua in daily life most, followed by Uygur people. Uygur men speak Uygur slightly more frequently than Uygur women.

4. Participation in public affairs

Interviews and FGDs show that local women participate in village affairs to a very low extent, and would attend village meetings only when their husbands are absent. 70% of women think that

their husbands should attend meetings as long as they are home, and women rarely express their ideas even if they attend meetings.

3.3.2 Impacts of the Project on Women

1. Positive impacts

The Project will benefit minority women by improving their traffic environment, ensuring minority women's traffic safety, generating job opportunities, etc.

1) Ensuring minority women's traffic safety

Minority women are the main force of housework, such as shopping and child pickup, and are exposed to traffic safety risks. The Project will improve transport management facilities and transport management, thereby creating a safe, efficient and normative traffic environment for minority women, and ensuring their traffic safety.

2) Creating job opportunities for women to increase household income

Some skilled and unskilled jobs will be generated at the construction and operation stages, thereby promoting local employment in the short term. 40% of such jobs will be first made available to local minority residents, women and poor residents. In addition, with the development of tourism after project completion, minority women will have more job opportunities, and some of them may earn money by making minority handicrafts.

3) Improving women's living environment

In local minority households, men mostly work outside, while women do housework, so minority women have to go out often. However, the shortage of public toilets causes inconvenience to them. 10 public toilets to be constructed under the Project will improve their living environment greatly.

4) Reducing women's traffic costs and improving their traffic conditions

Local minority women have to take illegal taxis when buses are unavailable, which is unsafe and expensive. In the Public Transport Improvement component, the accessibility, convenience and comfort of the public transport system will be improved greatly, thereby reducing minority women's traffic costs and improving their traffic conditions.

2. Potential risks

Although the Project will benefit local women, if social gender sensitivity is insufficient in project design, implementation and management, and women's needs for and suggestions on the Project are neglected, the project benefits would be reduced and risks generated for women, including:

1) Women's needs are ignored.

Due to traditional culture, Uygur and Hui women get married when they are very young, and little attention is paid to women's education. People (including women themselves) think that women are poorly educated, and not good at participating in public affairs. Due to such understanding, women's needs and suggestions are often neglected, and their rights and interests are not protected in project design, implementation and management. For example, some minority women are unable to receive compensation because they are not regarded as household heads, and female workers are excluded or their rights and interests are not protected during construction.

2) Women are excluded from skills training and traffic safety publicity.

Although local Uygur and Hui women rarely work outside, they can deal with handicrafts at home and in some families, this contributes greatly to household income, so they should be an important target group of skills training. However, since local Uygur and Hui women mostly have to do housework and are poorly educated, and some of them do not understand Putonghua, they are likely to be excluded from skills training and traffic safety publicity if their needs are not considered in terms of training time, venue and mode.

3) The Project's benefits are reduced due to weak environmental and safety awareness.

Local minority women lack traffic safety awareness, and often do not observe the traffic rules. Safety supervision events would be conducted in each village/community every year to build public traffic safety awareness. Since women are the main force of housework and direct beneficiaries of the Project, their weak traffic safety awareness will affect the Project's benefits to some extent.

Interview with the traffic police brigade:

Such acts as illegal parking and guardrail climbing are prevalent, mainly due to the lack of safety awareness of pedestrians. The traffic police brigade has also offered safety training and publicity together with sub-district offices and community committees, which has been ineffective mainly because punishment is not severe enough.

4. Public Participation and Consultation

4.1 Early-stage Participation Process

At the preparation stage, the task force collected comments on and needs for the Project from local residents, especially minority residents, by means of FGD, in-depth interview, key informant interview and stakeholder discussion, and held discussions on ethnic minorities with stakeholders to learn local minority population's profile, the Project's positive and negative impacts on them, and potential actions. See Table 4-1.

1) Information disclosure: 1) During March-June 2016, the feasibility study agency introduced the Project's background and purpose to APs, village officials and technicians, and collected their comments to prepare for the feasibility study report; 2) In June 2016, the YMG General Office issued the Notice on Establishing the Project Leading Group, specifying its members, and the members and duties of the PMO; 3) In May 2016, the Bank identification mission further collected project information by means of FGD and field visit; 4) During June-July 2016, the SA and RAP teams conducted a resettlement willingness survey to learn the APs' awareness of and attitudes to the Project, compensation distribution, expected resettlement modes, production and livelihood restoration measures, etc., project impacts and benefits, and stakeholder needs; 5) Since May 2016, project information has been published on official websites of local authorities, the municipal TV station, and *Yili Daily*; 6) The EIA agency conducted a questionnaire survey and a field visit during June-July 2016, and the first round of disclosure in June.

2) FGD: During June 23-30, 2016, 29 FGDs were held, involving 145 participants in total, including 59 females, 22 old people and 102 minority residents (90 Uygur people, 8 Kazakhs and 4 Hui people) to learn different people's needs for and attitudes to the Project.

3) In-depth interview: During June 23-30 and December 26-31, 2016, in-depth interviews were conducted with 79 officials, teachers, religious workers, farmers, storeowners, enterprise employees, housewives and other residents, including 25 women (35.1%) and 33 minority residents (24 Uygur people, accounting for 72.7%; 6 Kazakhs, accounting for 18.2%; 3 Hui people, accounting for 0.9%), to learn the APs' production and living conditions, the Project's positive and negative impacts on them, and their attitudes to and suggestions on project design and implementation.

4) Key informant interview: During July 1-4 and December 26-31, 2016, heads of local township governments, village/community committees, and municipal women's federation, ethnic and religious affairs bureau, civil affairs bureau, labor and social security bureau, transport bureau, etc. were interviewed to learn local ethnic minority development, relevant policies and projects, and their suggestions on the Project and the EMDAP.

5) Stakeholder discussion: During July 1-4, 2016, stakeholder discussions were held with local agencies concerned, and directly and indirectly affected persons to determine measures to reduce risks and propose action suggestions.

Table 4-1 Early-stage Participation Process

Type	Date	Venue	Participants	Remarks
Information disclosure	Mar. – Jun. 2016	Affected villages/communities	APs, village officials and technicians	Introducing the Project's background and purpose, and collecting their comments to prepare for the feasibility study report
	Apr. 2016	YMG General Office	Township governments, sub-district offices	Disclosing the members of the Project Leading Group, and the members and duties of the PMO
	May 2016	Affected villages/communities	Bank identification mission, heads of agencies concerned, township officials	Collecting project information by means of FGD and field visit
	Jun. – Jul. 2016	Affected villages/communities	Hohai University, Yining PMO, APs	Learning the APs' awareness of and attitudes to the Project, compensation distribution, expected resettlement modes, production and livelihood restoration measures, etc., project impacts and benefits, and stakeholder needs
	May 2016	Website, newspaper	All local residents	Official websites of local authorities, the municipal TV station, and <i>Yili Daily</i>
	Jun. – Jul. 2016	Affected villages/communities	EIA agency, agencies concerned, APs	Conducting a questionnaire survey, a field visit, and the first round of disclosure
FGD	Jun. 23-30, 2016	Affected villages/communities	29 FGDs, involving 145 participants in total, including 59 females, 22 old people and 102 minority residents	Learning different people's needs for and attitudes to the Project
In-depth interview	Jun. 23-30, Dec. 26-31, 2016	Affected villages/communities	79 persons in 5 villages and 24 communities, including 25 women, 33 minority residents and 10 old people	Learning the APs' production and living conditions, the Project's positive and negative impacts on them, and their attitudes to and suggestions on project design and implementation
Key informant interview	Jul. 1-4, Dec. 26-31, 2016	Affected villages/communities and agencies	53 men-times with heads of local township governments, village/community committees, and local agencies concerned	Learning local ethnic minority development, relevant policies and projects, and their suggestions on the Project and the EMDAP
Stakeholder discussion	Jul. 1-4, 2016	Yining PMO	Local agencies concerned, and directly and indirectly affected persons	Determining measures to reduce risks and propose action suggestions

4.2 Outcomes of Community Participation

At the preparation stage, the PMO conducted free, prior and informed consultation at minority communities together with the EMDP, SA, RAP and EMP preparation agencies to collect minority residents' attitudes to, needs for and suggestions on the Project, and communicated with the local agencies concerned, township governments, sub-district offices, village/community committees, feasibility study agency and IAs to incorporate minority residents' needs and suggestions into the project design. According to the survey, 100% resident interviewed support the project.

The above public participation activities aim to minimize negative impacts on and risks to minority residents, and enhance their opportunities to benefit from the Project in ways acceptable for them. See Table 4-2.

Table 0-1 Outcomes of Early-stage Community Participation

Activity	Time	Participants	Key comments and suggestions	Outcomes
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Minority community development	1. Collecting suggestions on minority community development by means of community FGD and in-depth interview	Jun. 23 – Jul. 4, Dec. 26-31, 2016	PMO, urban construction bureau, Bank experts, EMDP and SA teams, minority community heads	Local residents expect to upgrade Tianshan Back Street, Shengli Road, Stalin West Street, Stalin East Street and North Ring Road, and reconstruct alleys in the Stalin Road, Jiefang Road and South District and Kazanqi areas to create a livable urban environment, improve the urban road network, and lay a solid foundation for urban development and investment promotion.	The PMO will construct or reconstruct trunk roads, urban alleys, car parks, traffic corridors, and transport management facilities to improve the urban road system, and the government will provide necessary support for community development.
	2. Learning minority residents' attitudes to needs for the Project by means of FGD and interview	Jun. 23 – Jul. 4, Dec. 26-31, 2016	PMO, urban construction bureau, women's federation, EMDP and SA teams	Local residents expect to participate in project construction, and some women also expect employment under the Project.	The PMO promises to employ local labor and vehicles with priority.
	3. Collecting suggestions to reduce construction impacts by means of key informant interview	Jun. 23 – Jul. 4, Dec. 26-31, 2016	PMO, urban construction bureau, women's federation, EMDP and SA teams	The interviewees think that road construction will create favorable conditions for local communities through tourism development and investment promotion, and expect the Project to be completed as soon as possible.	The PMO promises to implement the Project as soon as possible to promote local community development.

4.3 Community Participation Plan

In 2015, over 17,000 traffic accidents occurred in Yining City, in which over 9,000 were associated with electric bikes, with 8 persons killed in total. In view of this, traffic civilization and safety publicity is very urgent. Existing community management and social organizations in the project area will be utilized to involve more residents (especially minority residents, women, the poor and old people) in the design, implementation, management and supervision of traffic safety events. This will not only build up safety awareness, but also improve local residents' enthusiasm for public participation.

1. Community safety awareness education teams

1) Objectives

- Giving publicity to traffic safety knowledge and building up public safety awareness
- Supervising residents' traffic behavior
- Developing incentives and conducting education

2) Scope of work

- Preparing community participation handbooks
- Conducting publicity and education activities
- Developing incentives
- Establishing a feedback mechanism

3) Implementation

Trials will be based on existing community organizations, such as sisterhoods and grass-root publicity teams. 8 safety education teams will be established in the 5 villages and 24 communities affected by the Project. Each team will be composed of at least 5 village representatives, in which at

least 30% will be women. Each member will receive a subsidy of 600 yuan/month from the local government, and each team will receive an activity fund of 5,000 yuan/year. Team members have a tenure of 2-3 years.

4.4 Grievance Redress Mechanism

The Project's appeal channels include those independent of the Project, such as competent administrative departments, and those unique to the Project, such as IAs. These channels can be summarized as follows:

1. PMO and IAs: The PMO and IAs are responsible for project implementation directly, and are the appeal channel that can be accessed directly by the APs. They can accept any appeal under the Project, and will any appeal beyond their scope of duty to any other competent channel. The IAs may overlap with competent administrative departments. For example, land and resources, and housing construction departments responsible for land acquisition and house demolition are both IAs and competent administrative departments.

2. External M&E agency and the Bank: The external M&E agency collects appeals within the scope of M&E mainly, and is a limited channel. The Bank is also an inaccessible channel. Appeals accepted by them should be finally handled by the PMO.

3. Village/community committees: Village/community committees are the most accessible appeal channel for the APs, and handle village/community-level conflicts mainly. They can also serve as a channel of escalation.

4. Public complaint offices: Public complaint offices are also a highly accessible appeal channel for the APs, and can accept a wide range of appeals. However, they are sometimes just a platform for collecting appeal information that forwards appeals to competent departments or higher levels of the government for handling.

5. Action Plan

5.1 Measures to Enhance Positive Impacts

1. Making jobs generated by the Project first available to minority residents and women

1) Job opportunities generated by the Project should be disclosed timely; 2) 825 jobs will be generated by the Project, including 578 unskilled jobs, in which 231 (40%) will be first made available to local minority residents, women and poor residents; 3) The employment rights and interests of minority residents should be protected; 4) The working environment should be suited to minority customs, and minority women should receive equal pay for equal work.

2. Strengthening skills and knowledge training

1) Local characteristic handicrafts training should be offered to Uygur women in the 5 villages and 24 communities; and 2) A favorable circular income-generating pattern should be established to provide employment services to minority women.

3. Supporting minority livelihood development

1) Bayandai Town Livestock Shed Construction Project: investment 640,000 yuan, constructing 80 livestock sheds and 80 silos to benefit 80 households, with a minority development subsidy of 5,000 yuan per shed and 3,000 yuan per silo; Bayandai Town New Village Stockbreeding Project: investment 5.68 million yuan, introducing 166 heads of breeding cattle, with a subsidy of 10,000 yuan per household (for up to one head), and 600 fattening sheep, with a subsidy of 1,000 yuan per household (for up to 10 sheep), generating income of at least 400,000 yuan for 328 beneficiary households, 1,200 yuan per household on average; 2) Dulatbag Characteristic Village Project: minority development subsidy 3.3 million yuan, renovating traditional Uygur residences to promote local rural tourism development, benefiting 150 households, with incremental per capita annual income of 1,000-1,500 yuan; 3) Hui Folk Village Conservation Project in Kardun Xiang and Crusty Pancake Street Project in Dumari Sub-district: applying for minority development subsidies to conserve the folk village and the street; 4) Minority Skills Training Project in Yinayat Village, Kardun Xiang: applying for a subsidy of 650,000 yuan to grant skills training to males (16-50 years) and females (16-40 years) able to work.

5.2 Measures to Reduce Potential Risks

1. Construction safety measures

1) Low-noise techniques and noise standards should be applied to reduce noise impacts; 2) Construction site management shall be strengthened, such as vehicle access and parking registration; 3) Construction should be conducted in stages, and avoid religious activities or festivals; 4) "No-horning" signs shall be set up near villages; 5) Construction safety management shall be conducted in accordance with the safety laws and regulations of the PRC.

2. Prevention and treatment of AIDS and other infectious diseases

1) Provisions on HIV, AIDS, sexually transmitted diseases and other infectious diseases should be included in the construction contract; 2) Public health and AIDS prevention education should be

organized for construction workers and service providers; 3) Measures of health protection for construction workers should be developed, such as distributing condoms; 4) Education on HIV/AIDS prevention should be offered to workers and local communities by means of brochure, poster, etc.

3. Participation in project implementation

1) Traffic safety awareness training should be offered to local residents; 2) Traffic safety and public health awareness education should be conducted at communities and schools; 3) Publicity materials on traffic safety and public health awareness should be distributed to local communities; 4) A public hearing on bus fares should be held if necessary.

4. Establishing grass-root publicity teams for safety awareness education

1) Grass-root publicity teams should be established in the project area; 2) Publicity on traffic safety and public health awareness should be conducted regularly for local residents; 3) The traffic rules should be popularized to regulate public traffic behavior; 4) Relevant activities should be conducted to promote public participation.

5. Respecting local minority customs

1) The ethnic and religious affairs bureau should give education on ethnic customs to the construction agency to avoid disputes; 2) The construction camp should be separated from civil residences to reduce the overlap in living and recreational activities; 3) Customs of minority construction workers should be respected, and cooking ranges may be set up separately.

5.3 Institutional Capacity Building

1. Institutional capacity building

1) Systematic knowledge training on leaders of project agencies should be strengthened to improve management and decision-making level; 2) A scientific management system should be established to define duties clearly and strengthen accountability; 3) The building and management of village/community organizations should be strengthened.

2. Project management

1) The PMO should be responsible for EMDP implementation; 2) Data divided by gender and ethnic group should be collected to ensure M&E quality; 3) The Loan Consulting Dept. should recruit international and domestic social development/gender consultants.

5.4 Funding Sources and Budget

Since most beneficiaries of the Project are minority residents, measures to mitigate impacts on them or enable them to benefit in a culturally appropriate manner have been incorporated into the feasibility study report. Funds for EMDP implementation are mainly from the project budget (including RAP and EMP budgets, etc.), government finance, special budgets of competent departments, and social financing.

See **Appendix 3 “EMDAP of the Project”**.

6. Monitoring and Evaluation

In order to ensure that this EMDP is implemented effectively as expected, it is necessary to monitor and evaluate the implementation thereof. See Appendix 4 “M&E Terms of Reference”.

Minority monitoring includes internal and external monitoring, where internal monitoring will be performed by the PMO semiannually, and external monitoring will be performed annually by an independent agency until project completion. EMDP monitoring reports will be prepared.

The budget of E&M should be included in the total project cost.

Appendixes

Appendix 1: Prevailing Ethnic Minority Policy Framework

Attached Table 1 Ethnic Minority Development Policies of the PRC, XUAR and the Bank

Type	Policy/regulation	Contents and key points
State laws and regulations, and regulations of XUAR	State laws and regulations: Constitution of the RPC, Law of the RPC on Regional Ethnic Autonomy, Law of Organization of Villager Committee of the RPC, Regulations on the Administrative Work of Ethnic Minority Xiangs the RPC, 11 th Five-year Plan for Ethnic Minority Programs Regulations of XUAR: Regulations of XUAR on Ethnic Unity Education, Regulations of XUAR on Language Work, Regulations of XUAR on the work of Minority Township People's Congresses	<p>①In addition to the same powers as local governments, the authorities of the localities of ethnic autonomy also have the following rights: autonomous legislative power; autonomy in the administration of local political, economic, financial, scientific, educational and cultural affairs, the right to organize local public security forces, and the right to use and develop ethnic minority languages, etc.</p> <p>②Citizens of the People's Republic of China shall have freedom in religious belief, and the state and the authorities of the localities of ethnic autonomy shall guarantee such freedom for citizens of all ethnic groups.</p> <p>③Administrative regulations for ethnic minorities shall be formulated to promote the development economic and cultural programs of ethnic minority Xiangs, protect the lawful rights and interests of ethnic minorities, and enhance the unity among different ethnic groups.</p> <p>④Except those deprived of political rights, villagers attaining 18 years of age, regardless of ethnic group, race, sex, occupation, family background, religious belief, education, property condition or term of residence, shall have the right to vote and the right to be elected.</p> <p>⑤The state shall support all ethnic minorities financially, materially and technically to accelerate their economic development, cultural and other social programs.</p> <p>⑥Province-level governments shall regard urban ethnic work as an important duty, strengthen leadership and make unified planning.</p> <p>⑦The languages of all ethnic groups shall be equal, and all ethnic groups shall have the freedom to use and develop their own languages.</p> <p>⑧Township people's congresses are township-level organs of state power, composed of deputies elected by the people, and are responsible for and supervised by the people; township governments are township-level executive organs of state power, elected by township people's congresses, and are responsible for and supervised by township people's congresses.</p>
State supporting policy	Development Plan for Ethnic Minorities with Less Population (2011-2015)	<p>①Among the 55 ethnic minorities, the 28 ones with a population of less than 300,000 shall be supported, including the Salar people. The period of planning shall be 2011-2015.</p> <p>②Development objectives: By 2015, the poor population of areas inhabited centrally by ethnic minorities with less population is at least halved, the per capita net income of farmers and herdsman reaches or exceeds the local average, and the per capita net income of about half of farmers and herdsman reaches or exceeds the national average; infrastructure security level, livelihood security level and self-development capacity are improved greatly. By 2020, areas inhabited centrally by ethnic minorities with less population will feature more balanced development, richer lives, a better environment, and a more harmonious and well-being society.</p> <p>③Priorities: Strengthen the construction of infrastructure and supporting facilities, improve development security level greatly, develop characteristic and advantaged industries to promote income increase, protect and improve livelihoods, promote the equality of basic public services, development cultural programs and industries to prosper ethnic cultures, strengthen human resources development to enhance self-development capacity, promote ethnic unity and build a harmonious homeland.</p> <p>④Policy measures: Increase fund input, and strengthen financial services, counterpart-assistance, talent team building, and the implementation of prevailing policies and regulations.</p> <p>⑤Implementation: Provincial governments shall assume overall responsibility, and local governments shall be responsible for implementation under state support. All competent departments shall give full play to their functions, strengthen guidance, and plan the development of ethnic minorities with less population in a unified manner.</p>

	Some Opinions of the State Council on Supporting the Economic and Social Development of XUAR	<p>①Xinjiang has a special strategic position in China's overall development and stability, and will become an important base of energy resources of China.</p> <p>②Development objectives: By 2010, Xinjiang's per capita GDP is close to or attains the national average, and ranks top in western China; the per capita income of urban and rural residents is close to or attains the higher level of western China; per capita basic public service coverage is close to or attains the national average; local fiscal revenue grows dramatically; energy consumption per unit of GDP attains the expected target; and the ecological environment is improved. By 2020, Xinjiang will be built into a new growth point in western China and a frontline of opening up, and become a well-being society in all aspects.</p> <p>③Priorities: The development of petroleum, natural gas and coal will be promoted, and opening up to Central Asia expanded. Assistance for Xinjiang will be further strengthened persistently to promote all-round economic, political, cultural and social progress.</p>
Regional development plans	Outline of the 13 th Five-year Plan for National Economic and Social Development of XUAR, Outline of the 13 th Five-year Plan for National Economic and Social Development of Yili Prefecture, Development Plan of the Integrated Transport System of Xinjiang, 13 th Five-year Master Urban Construction Plan of Yining City, Urban Entry/Exit and Trunk Highway Plan of Yining City	
World Bank	Operational Policy (OP4.10) and Bank Procedure (BP4.10)	<p>This policy aims to ensure that the development process fully respects the dignity, human rights, economies, and cultures of Indigenous Peoples.</p> <p>(1) The Bank recognizes that the identities and cultures of Indigenous Peoples are inextricably linked to the lands on which they live and the natural resources on which they depend. These distinct circumstances expose Indigenous Peoples to different types of risks and levels of impacts from development projects, including loss of identity, culture, and customary livelihoods, as well as exposure to disease. Gender and intergenerational issues among Indigenous Peoples also are complex. As social groups with identities that are often distinct from dominant groups in their national societies, Indigenous Peoples are frequently among the most marginalized and vulnerable segments of the population. As a result, their economic, social, and legal status often limits their capacity to defend their interests in and rights to lands, territories, and other productive resources, and/or restricts their ability to participate in and benefit from development. At the same time, the Bank recognizes that Indigenous Peoples play a vital role in sustainable development and that their rights are increasingly being addressed under both domestic and international law.</p> <p>(2) Bank-financed projects include measures to (a) avoid potentially adverse effects on the Indigenous Peoples' communities; or (b) when avoidance is not feasible, minimize, mitigate, or compensate for such effects. Bank-financed projects are also designed to ensure that the Indigenous Peoples receive social and economic benefits that are culturally appropriate and gender and inter-generationally inclusive.</p> <p>(3) When a project affects Indigenous Peoples, the TT assists the borrower in carrying out free, prior, and informed consultation with affected communities about the proposed project throughout the project cycle. At all stages of the project, the parties consulted have prior access to information on the intent and scope of the proposed project in a culturally appropriate manner. It shall also be determined that if the affected communities give broad support to the project based on the SA and consultation process.</p> <p>(4) The EMDP should be flexible and practical, and include the following: legal and institutional framework suited to ethnic minorities; information on demographic, social, cultural and political features of affected communities, ancestral territories owned, used or occupied by them, and natural resources on which they live; a summary of SA; a summary of free, prior, and informed consultation results in affected communities at the preparation stage, which has gained broad community support for the project; a framework for ensuring free, prior, and informed consultation with affected communities during project implementation; an action plan for ensuring that ethnic minorities receive culturally appropriate social and economic interests; after potential negative impacts on ethnic minorities have been determined, an appropriate action plan that avoids, minimizes or mitigates, or compensates for such impacts; the financial budget and financing plan for the EMDP; a procedure for addressing appeals from minority communities arising from project implementation; and an M&E and reporting mechanism, and indicator system suitable for the implementation of the EMDP.</p>

Appendix 2: Ongoing Local Ethnic Minority Development Projects

Attached Table 2 Ongoing Local Ethnic Minority Development Projects

Project	Agency responsible	Time	Funding source	Remarks
Beautifying Project	Women's federation	2010-	Special fund of prefecture women's federation	Beneficiary area: sisterhoods of 19 villages/communities
Xinjiang Assistance Project			Donation, revolving fund	Helping students from poor households go to school and women get employed
Educational Assistance Project	Poverty reduction office	2016-	Investment, 4.73 million yuan	Establishing schools, providing teaching equipment, and granting living subsidies to poor students
Housing Improvement Project			Municipal finance	Investing 15.28 million yuan to build 60 m ² affordable housing for 254 poor households
Village Development Project				Investing 16.46 million yuan to construct highways of 38.47km for poor villages
Industrial Poverty Reduction Project			Special poverty reduction fund of XUAR	Developing characteristic crop cultivation, efficient stockbreeding and stockyard economy to help 920 poor households with 1,967 persons become rich
Financial Poverty Reduction Project			Municipal finance	Investing 1 million yuan as the guarantee fund for loans to poor households, with full discounting
Livelihood Improvement Project	Civil affairs bureau	2016-	Investment, 29.14 million yuan	Constructing or reconstructing cemeteries, nursing houses, and children welfare centers
Community Construction Project			Investment, 57 million yuan	Developing 30 new or existing communities
Human and Livestock Drinking Project	Ethnic and religious affairs bureau	2016-	Higher-level subsidy, 900,000 yuan	Drilling 6 pumped wells
Traffic projects			Higher-level subsidy, 3.975 million yuan	Hardening pavements of village alleys of 26.5km
Cultivation and stockbreeding projects			Higher-level subsidy, 23.41 million yuan	Introducing 760 breeding cattle, 6,600 fattening sheep and 40,000 egg chickens, reconstructing 1,102 livestock sheds, developing 3,000 mu of forests and fruit, and a 2,000 mu forage base
Technology extension and training projects			Higher-level subsidy, 16.54 million yuan	Offering 87 minority handicrafts and skills training sessions
Characteristic Village Conservation and Development Project			Ethnic minority development fund	Conserving a number of minority characteristic cultural relics, improving the living environment, and promoting the development of characteristic cultural tourism

Appendix 3: EMDAP of the Project

Attached Table 3 EMDAP of the Project

Activities	Indicators and targets	Agencies	Time	Budget
1. Measures to enhance positive impacts				
1.1 Strengthening skills and knowledge training				
<ul style="list-style-type: none"> Local characteristic handicrafts training should be offered to Uygur women in the 5 villages and 24 communities; A favorable circular income-generating pattern should be established to provide employment services to minority women. 	<ul style="list-style-type: none"> 5 training sessions, at least 250 men-times Over 40% of minority women trained Type and frequency of training, and proportion of trainees (by gender and ethnic group) 	Yining PMO, ethnic and religious affairs bureau, women's federation	2018-2022	Ethnic minority development budget, special budget of women's federation
1.2 Making jobs generated by the Project first available to minority residents and women				
<ul style="list-style-type: none"> Job opportunities generated by the Project should be disclosed timely; 825 jobs will be generated by the Project, including 578 unskilled jobs, in which 231 (40%) will be first made available to local minority residents, women and poor residents; The employment rights and interests of minority residents should be protected; The working environment should be suited to minority customs, and minority women should receive equal pay for equal work. 	<ul style="list-style-type: none"> Employment information released Jobs offered to local residents, especially minority residents and women Complaints on minority employment rights and interests Complaints on minority employment environment and customs 	Yining PMO, ethnic and religious affairs bureau, labor and social security bureau, civil affairs bureau, township governments, village and community committees	2018-2022	Project budget, project implementation budget, special budget of labor and social security bureau
1.3 Supporting minority livelihood development				
<ul style="list-style-type: none"> Bayandai Town Livestock Shed Construction Project Bayandai Town New Village Stockbreeding Project Dulatbag Characteristic Village Project Hui Folk Village Conservation Project in Kardun Xiang and Crusty Pancake Street Project in Dumari Sub-district Minority Skills Training Project in Yinayat Village, Kardun Xiang 	<ul style="list-style-type: none"> Investment 640,000 yuan, constructing 80 livestock sheds and 80 silos to benefit 80 households, with a minority development subsidy of 5,000 yuan per shed and 3,000 yuan per silo; Investment 5.68 million yuan, introducing 166 heads of breeding cattle, with a subsidy of 10,000 yuan per household (for up to one head), and 600 fattening sheep, with a subsidy of 1,000 yuan per household (for up to 10 sheep), generating income of at least 400,000 yuan for 328 beneficiary households, 1,200 yuan per household on average; Minority development subsidy 3.3 million yuan, 	Ethnic and religious affairs bureau, stockbreeding bureau, labor and social security bureau	2016-	Ethnic minority development budget

	<ul style="list-style-type: none"> renovating traditional Uygur residences to promote local rural tourism development, benefiting 150 households, with incremental per capita annual income of 1,000-1,500 yuan; Applying for minority development subsidies to conserve the folk village and the street; Applying for a subsidy of 650,000 yuan to grant skills training to males (16-50 years) and females (16-40 years) able to work 			
2. Measures to reduce potential risks				
2.1 Construction safety measures				
<ul style="list-style-type: none"> Low-noise techniques and noise standards should be applied to reduce noise impacts; Construction site management shall be strengthened, such as vehicle access and parking registration; Construction should be conducted in stages, and avoid religious activities or festivals; "No-horning" signs shall be set up near villages; Construction safety management shall be conducted in accordance with the safety laws and regulations of the PRC. 	<ul style="list-style-type: none"> Noise control measures taken Prohibition of residents from entering the construction site Complaints by gender and ethnic group) Safety management provisions and number of violations 	Yining PMO, IAs, labor and social security bureau, women's federation	2018-2022	Project budget
2.2 Prevention and treatment of AIDS and other infectious diseases				
<ul style="list-style-type: none"> Provisions on HIV, AIDS, sexually transmitted diseases and other infectious diseases should be included in the construction contract; Public health and AIDS prevention education should be organized for construction workers and service providers; Measures of health protection for construction workers should be developed, such as distributing condoms; Education on HIV/AIDS prevention should be offered to workers and local communities by means of brochure, poster, etc. 	<ul style="list-style-type: none"> Beneficiary population of 103,5000, including a minority population of 55,800 Frequency of HIV/AIDS consulting and training for construction workers (by gender and ethnic group) Frequency of AIDS publicity at the construction stage, such as hygiene measures and types, and distribution of brochures and posters 	Yining PMO, IAs, women's federation, health bureau	2018-2022	Project budget
2.3 Participation in project implementation				
<ul style="list-style-type: none"> Traffic safety awareness training should be offered to local residents; Traffic safety and public health awareness education should be conducted at communities and schools; Publicity materials on traffic safety and public health awareness should be distributed to local communities; A public hearing on bus fares should be held if necessary. 	<ul style="list-style-type: none"> 50% of minority women involved in traffic safety and public health awareness training Type and frequency of public participation activities Number of residents involved in public hearing (by gender and ethnic group) 	Yining PMO, IAs, women's federation	2018-2022	Project budget
2.4 Establishing grass-root publicity teams for safety awareness education				

<ul style="list-style-type: none"> ● Grass-root publicity teams should be established in the project area; ● Publicity on traffic safety and public health awareness should be conducted regularly for local residents; ● The traffic rules should be popularized to regulate public traffic behavior; ● Relevant activities should be conducted to promote public participation. 	<ul style="list-style-type: none"> ● 60% of members being women and minority residents ● Type and frequency of traffic safety publicity 	Yining PMO, township governments, village and community committees, IAs	2018-2022	Project budget (500,000 yuan)
2.5 Respecting local minority customs				
<ul style="list-style-type: none"> ● The ethnic and religious affairs bureau should give education on ethnic customs to the construction agency to avoid disputes; ● The construction camp should be separated from civil residences to reduce the overlap in living and recreational activities; ● Customs of minority construction workers should be respected, and cooking ranges may be set up separately. 	<ul style="list-style-type: none"> ● Records of education on minority cultural customs organized by the ethnic and religious affairs bureau ● Location of the construction camp ● Frequency of disputes between the construction agency and local residents ● Disclosure of construction information and safety management 	PMO, ethnic and religious affairs bureau, construction agency, township governments, village and community committees	2018-2022	Project budget
3. Institutional capacity building				
3.1 Institutional capacity building				
<ul style="list-style-type: none"> ● Systematic knowledge training on leaders of project agencies should be strengthened to improve management and decision-making level; ● A scientific management system should be established to define duties clearly and strengthen accountability; ● The building and management of village/community organizations should be strengthened. 	<ul style="list-style-type: none"> ● 100% of IA staff trained (at least 40% of trainees being women and minority residents) 	Yining PMO, IAs, township governments, village and community committees	2016-2022	Capacity building budget
3.2 Project management				
<ul style="list-style-type: none"> ● The PMO should be responsible for EMDP implementation; ● Data divided by gender and ethnic group should be collected to ensure M&E quality; ● The Loan Consulting Dept. should recruit international and domestic social development/gender consultants. 	<ul style="list-style-type: none"> ● Workforce of IAs responsible for EMDAP implementation ● Number of international and domestic social development/gender consultants at the implementation stage 	Yining PMO, IAs	2016-2022	Special project budget

Appendix 4: M&E Terms of Reference

Attached Table 4 M&E Terms of Reference

Methods	Scope	M&E agency	Interval and reporting
<p>①M&E methods shall include field survey, sampling survey, computational analysis and overall expert assessment;</p> <p>②The field survey will be conducted comprehensively on the implementation progress of the EMDP, availability and effectiveness of funds, institutional and management aspects;</p> <p>③The project area and households (especially ethnic minority households) shall be subject to sampling survey using the classified random sampling method to track typical ethnic minority households regularly.</p> <p>④The sampling ratio shall not be less than 20% of the affected population, in which the proportion of ethnic minority households shall not be less than 40% of all sample households; to collect relevant information, complete the impact form and compare with the existing EMDP data, a socioeconomic survey and a resettlement survey shall be conducted.</p> <p>⑤In addition to written materials, photos, videos, audio records and physical objects shall also be collected to establish a database of public participation and results.</p>	<p>The independent monitoring agency shall conduct monitoring semiannually during the implementation of the EMDP, with focus on the following activities:</p> <p>①Are the right of the ethnic minorities and minority groups to participate in the project equally guaranteed practically?</p> <p>②Are the linguistic and cultural rights of the ethnic minorities respected?</p> <p>③Which specific measures have the local PMOs taken according to the MEGDP? How effective are these measures?</p> <p>④How do the ethnic minorities and minority groups evaluate these measures?</p> <p>⑤How does the main population evaluate these measures?</p> <p>⑥Is a MEGDP M&E mechanism in place? Does it work?</p>	<p>Internal monitoring will be performed by the PMO, and external M&E by a qualified independent M&E agency.</p> <p>The municipal urban construction bureau will bear all M&E costs.</p>	<p>Semiannual internal monitoring reports will be submitted by the PMO to the Bank; external M&E reports will be submitted by the independent M&E agency to the Bank annually.</p> <p>The external M&E reporting schedule is as follows:</p> <p>The No.1 M&E report (baseline survey) will be submitted during Sep. – Dec. 2017, a M&E report submitted during project implementation (2018-2021), and a summary evaluation report submitted after the completion of implementation.</p>

Appendix 5: Fieldwork Photos



