

**PROJECT INFORMATION DOCUMENT (PID)
APPRAISAL STAGE**

Report No.: AB3908

Project Name	Hubei Yiba Highway Project
Region	EAST ASIA AND PACIFIC
Sector	Roads and highways (100%)
Project ID	P101258
Borrower(s)	MINISTRY OF FINANCE
	People's Republic of China, represented by Ministry of Finance San Li He, West District China 100820 Fax: +86-10-6855-1125
Implementing Agency	
	Hubei Provincial Communications Department World Bank Loan Project Office Hubei China Fax: +86-27-8346-0754
Environment Category	<input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> FI <input type="checkbox"/> TBD (to be determined)
Date PID Prepared	July 31, 2008
Date of Appraisal Authorization	August 7, 2008
Date of Board Approval	December 18, 2008

1. Country and Sector Background

The Government of China (GOC) is committed to developing an efficient multimodal transport system to enhance competitiveness and promote development. At the core of their highway investment program was the National Trunk Highway System (NTHS), a 44,000 km network comprised of twelve major corridors (five north-south and seven east-west), completed in 2005. The initial NTHS backbone made great progress toward providing the core network connectivity, and development is now shifting toward linking poorer western regions with eastern China, the engine of China's economic growth. In 2004 the GOC approved the so-called '7918' China National Expressway Network (NEN), comprised of 27 major expressway corridors (nine vertical and 18 horizontal). The NEN is designed to reach more than one billion people in China by linking all provincial capitals and large urban centers of more than 500,000 inhabitants with cities of more than 200,000 inhabitants.

Hubei, with a population of 60.2 million, is a land-locked province in central China and one of the key industrial and agricultural production bases in the country. Despite its strategic location, Hubei's lack of transport accessibility, especially in the more landlocked mountainous areas in the west of the province, has hindered its social and economic development and prevented it from meeting its development potential. As a result, and in accordance with the State Council's National Expressway Network Planning mandate approved in December 2004, the province is

significantly improving its highway network. By 2020 Hubei will have 12 major expressway corridors: six vertical, five horizontal, and one ring trunk road. This comprehensive transportation system will provide a main communication node for north–south, east–west traffic and a gateway to the less-developed western provinces, thereby giving way to the full development of the area’s regional and economic potential.

The province has a need for improved high grade access to key facilities. The proposed Yichang-Badong Expressway (YBE) runs along the northern bank of the Yangtze river from Yichang to Badong in western Hubei province. The YBE is the last section not yet open to traffic or under construction of the expressway linking Wuhan to Chengdu¹. Passing through Yiling District, Xingshan County, and Zigui County, the YBE will traverse mountainous terrain in an environmentally sensitive area. The YBE constitutes an important section of the Hulong (Shanghai-Chengdu) national trunk expressway, one of the 18 trunk expressways connecting China’s eastern and western regions. A major component of the Chinese ‘Western Development Strategy’, this expressway network will facilitate the growth of the non-coastal regional hubs by providing access from the developed eastern coastal area to the developing markets in central and western China such as Chengdu. Promoting linkages with the inland/western regions is part of the GOC’s efforts to reduce regional development gaps.

2. Objectives

The proposed Project Development Objective (PDO) is to improve passenger and freight flows in the Yichang-Badong corridor by investing in the construction of an expressway which demonstrates improved environmental management practices during construction.

The objectives will be measured using the following outcome indicators:

- in the Yichang-Badong corridor: (i) decreased freight and passenger tariffs; (ii) decreased travel time from Yichang to Badong; and (iii) decreased accident rates in the corridor²;
- pilot testing of: (i) elements of environmentally and socially responsible procurement; (ii) improved compliance with the Environmental Management Plan (EMP) through environmental compliance framework; (iii) guidelines for management of environmental impacts during construction; independent environmental supervision during construction; (iv) improved understanding of worker’s rights; and
- implementation of key policies and procedures from the institutional strengthening components with regard to environmental management and tunnel safety.

¹ The section immediately to the east of the YBE (the Hubei Jingyi Expressway) opened to traffic in December 2007. To the west, the Wuxi – Fengjie Expressway started construction in November 2005 and is expected to be open to traffic December 2009.

² Of the six areas of potential health risks in transport projects identified in the 2007 IEG evaluation entitled ‘The health benefits of transport projects: A review of the World Bank transport sector lending portfolio’, the project will address three: (i) traffic safety—by reducing the accident rate in the corridor through the provision of improved quality of transport infrastructure; (ii) disease transmission—through the execution of an HIV/AIDS awareness campaign; and (iii) water pollution—by reducing runoff from the expressway into the natural water systems. It is not possible to quantify the impact of the project reliably on air and noise pollution. While improved quality of travel and shorter travel distances will reduce emissions, this may be offset by increased speeds. The provision of noise barriers will reduce noise pollution, but it will likely be higher than before the YBE was constructed.

The project contributes to Pillar 2 of the 2006 Country Partnership Strategy (CPS) ‘Reducing Poverty, Inequality, Social Exclusion’. The enhanced highway sector management and lower transportation costs will expand the economic opportunities for the rural poor by providing greater access and supporting expansion of trade, as well as through opportunities created by the project itself³. The Project Development Objective (PDO) is consistent with the Bank’s recommendations listed in the CPS for China, in particular its recommendations to: (i) reduce internal and external barriers to trade and investment; (ii) reduce poverty, inequality and social exclusion through expanding affordable access to basic social and infrastructure services; and (iii) manage resource scarcity and environmental challenges.

3. Rationale for Bank Involvement

The east-west linkages of the NEN are critical for the development of China’s lagging regions. The YBE will be a key contributor to the development of the NEN and will stimulate trade-led growth in this part of China. It will further strengthen regional integration and the competitiveness of Hubei province as well as its neighboring land-locked provinces. Within Hubei itself, the YBE will expand communications to the region’s natural and cultural resources promoting tourism and supporting economic growth. The YBE will provide greater access to the ‘Three Gorges National Geological Park’⁴ and other area resources leading to growth in the tourism industry and increased utilization of the network.

The GOC has requested the World Bank to support the YBE project. Under the current proposal, the Bank will provide US\$150 m financing towards the project, the total cost of which is estimated at US\$2,194 m. The Government of Hubei was particularly interested in the Bank’s support to help them properly manage the major challenges of this investment: (i) technical difficulties due the very mountainous terrain; and (ii) the need to take special care during planning and construction due to the environmental and ecological sensitivity of the project area. The Bank will be involved in all aspects of this project, offering technical assistance and support where needed, and supervising all components, even those not financed by the Bank. This will ensure that the project fully complies with the Bank’s safeguard policies.

³ The technical note ‘Using Involuntary Resettlement on Highway Projects to Alleviate Poverty: A Case Study from the Hubei Shiman Highway Project in China’, available for download from www.worldbank.org/eaptransport, shows how, by focusing on sustainable land development, improving housing standards, better access, and centrally-planned communities, an expressway project can lead to an improved quality of infrastructure and livelihoods for most affected residents. These activities will be enhanced on the YBE project, and in conjunction with the work opportunities created by the project, will lead to increased wellbeing for many of the local poor. HPCD’s previous experience in this work will support these efforts.

⁴ As described at <http://www.unesco.org/science/earth/geoparks.shtml>: “A Geopark is an area with a geological heritage of significance, with a coherent and strong management structure and where a sustainable economic development strategy is in place. A Geopark creates enhanced employment opportunities for the people who live there bringing sustainable and real economic benefit, usually through the development of sustainable tourism. In the framework of a Geopark, geological heritage and geological knowledge is shared with the broad public and linked with broader aspects of the natural and cultural environment, which are often closely related or determined to geology and landscape.”

The Bank has been Hubei's development partner for over ten years and has provided financing for one inland waterway and four expressway projects. The Bank has added value through supporting the design, preparation, implementation, operation, and management of Hubei's infrastructure in an environmentally, socially and safety conscious manner. The Bank has supported the Hubei Provincial Communications Department (HPCD) through a range of institutional strengthening and policy activities, which have enhanced the HPCD's abilities in areas of environmental management, traffic safety⁵, road management and operations.

The YBE traverses entirely through the Three Gorges National Geological Park and crosses the Shennongjia Scenic Area. Although previous experiences with Bank-financed highway projects have helped the HPCD to improve their operations in a number of key areas such as safety and road maintenance, environmental protection, still remains an issue. This project will see a number of innovative practices adopted; some based on the Bank's experiences in other countries, others being introduced for the first time. These include:

- i. improved methods for environmental supervision;
- ii. improved linkages between the safeguards documents and the bid documents/contracts;
- iii. introduction of an environmental compliance framework for contractors;
- iv. pilot testing of 'Environmentally and Socially Responsible Procurement' (see PAD Annex 15); and
- v. pilot testing of a 'Safeguards Compliance Monitoring System' (SCMS) which is described in PAD Annex 16.

These innovations reflect Hubei's request that the Bank support them in making the project as environmentally 'benign' as possible. This is called for because of the particularly sensitive environment in the project area. It is expected that these innovations will: (i) reduce the impact of the construction activities on the environment; (ii) improve compliance with the project's environmental safeguards; (iii) improve employment and living conditions for workers; and (iv) provide a demand driven system for the rapid identification and resolution of safeguard grievances. These activities are a major advancement in the area of safeguards application and are potentially replicable on other transport projects in China and elsewhere.

Building upon past experiences in Hubei and elsewhere, the Bank is technically and financially in good position to contribute to this challenging investment, especially to support Hubei with preparing and implementing the project in an environmentally benign manner.

⁵ The previous four highway projects in Hubei all undertook specific institutional strengthening activities. This work led to the HPCD establishing the 'Hubei Road Traffic Safety Training Centre' in 2007, with Bank support and financing through the Global Road Safety Facility. These efforts have contributed in 2000 - 2007 to a 44% reduction in the number of fatalities due to accidents, during which the number of vehicles grew by 148%.

4. Description

Component A: Yichang - Badong Expressway (YBE) – US\$2188.7 M (US\$149.7 M BANK FINANCING)

The construction of a 173.6 km expressway connecting Yichang City and Badong County at the border of Hubei and Chongqing Municipality including land acquisition and resettlement, the relevant electrical and mechanical (E&M) facilities, annex areas, toll plazas and buildings, seven interchanges, and some interconnecting roads to improve integration with the local road network. The expressway will be built with four lanes, 80 km/hour design speeds and 24m integral subgrade width. The expressway alignment was selected to minimize the negative environmental and social impacts of the project, while the interchanges were located based on the network needs and access requirements of local road users.

The total cost of the expressway is estimated at US\$2189 million, of which the Bank is financing US\$149.7 million—approximately 6.8%. The Bank’s financing will be focused on the first 48.5 km of the project where the works are in particularly environmentally sensitive areas. The Bank will finance eight subgrade and civil works contracts and one paving contract in this area. It will also finance the tolling system and telecommunications equipment for the entire expressway.

This component also includes the supervision of the construction activities. As described in Section III, the project will adopt an innovative approach towards supervision through the appointment of a separate environmental supervision consultant, in addition to the usual practice of having the environment supervised by the same consultant as the civil works. This environmental supervision consultant will monitor and audit compliance with the project’s EMP. Two domestic consulting teams will be procured to act as the ‘Engineer’ for the civil works on the project, and a third for the E&M works. This is the first time this FIDIC based approach is fully used in Hubei Province⁶. A foreign consulting firm shall provide supervision support to the project office. There will be eight consulting firms providing resident engineers.

Component B: Institutional Strengthening - US\$5.4 M (US\$0.3 M BANK FINANCING)

There will be four institutional strengthening activities, as well as a training program and equipment. These activities, detailed in the following table, will support the sustainability of the project through improvements to environmental protection, environmental monitoring, and safety for tunnel construction. The equipment will be used to enhance road maintenance, while the overall capacity of the HPCD will be improved through training.

- **Improved Environmental Supervision:** During project preparation a ‘Strategic Environmental Assessment’ (SEA) of Hubei’s road transport sector was undertaken by international and domestic consultants with SIDA grant financing⁷. Based on the recommended action plan from the SEA, it was agreed that priority would be given to improving the effectiveness of environmental supervision on the HPCD’s projects. This will be done through the preparation of two guides by the environmental supervision

⁶ On previous projects, the role of the Engineer was performed by the client’s project office.

⁷ The final report can be downloaded from www.worldbank.org/eaptransport.

consultant: (i) a guide for contractors clearly identifying their responsibilities and the HPCD's requirements; and, (ii) a guide for environmental supervisors on how to undertake supervision, including monitoring of effectiveness. These guides will be supported by a training program.

- **Tunnel Safety:** The study, to be conducted prior to the beginning of the major tunnel construction period, will: (i) provide recommendations on different alternatives for the improvement of tunnel construction practices; and, (ii) identify methods for improved tunnel safety supervision intended to reduce potential dangers and accidents.
- **Hubei Comprehensive Transport Centre Study:** The GOC has recently released a document "Comments on Promoting Central area Grow-up." With its geographically central position, and rapidly expanding expressway network, Hubei is seen as having opportunities to become a multi-modal centre for transport in China. This study will identify policies, infrastructure and institutional constraints which need to be addressed in order for Hubei to fill its role as the "Comprehensive Transport Complex". For both freight and passenger transport, the study will consider road, rail, waterways and air transport. It will identify possible solutions for infrastructure, institutional framework, and management practices, based on experiences from other countries, and respecting existing national appraisal requirements.
- **Reducing Geological Landslide Disasters on Expressways in Mountainous Regions:** The purpose of the study is to review design approaches to identify ways in which designs can be enhanced to reduce the risk of landslide and other geological disasters during construction and operations.
- **Training:** Domestic and foreign training activities will cover a range of topics including design, safety, maintenance, management, finance and the environment.
- **Equipment:** Equipment will be procured for expressway management and maintenance, and environmental monitoring. These will include weighing stations, quality control sets and road condition monitoring equipment.

The institution will also be strengthened through an HIV/AIDS education program, which will be financed through the AusAID 'Infrastructure for Growth' trust fund. This will build upon the success of previous similar programs in the Bank financed Hubei Shiman Highway⁸ and Inland Waterway V projects. The program will pilot test the new HIV/AIDS IEC Toolkit⁹ 'The Road To Good Health', developed by EAP specifically to educate construction workers, local residents, and commercial sex workers on HIV/AIDS risks and mitigation. At the same time, the education program will also include information on worker's rights under the new 2008 China labor law, part of the project's 'Environmentally and Socially Responsible Procurement Initiative' (see PAD Annex 15).

⁸ The Hubei Shiman project is recognized as an example of excellent practice. See "Combating HIV in the East Asia and Pacific Region Transport Sector: Success on the Road in China". Report from the World Bank Global HIV/AIDS Program, November 2007. Available for download from www.worldbank.org/eaptransport.

⁹ Available for download from www.theroadtogoodhealth.org.

5. Financing

	(\$m.)
Source:	
Borrower	2,044.02
International Bank for Reconstruction and Development	150.00
Total	2,194.02

6. Implementation

A. Partnership arrangements

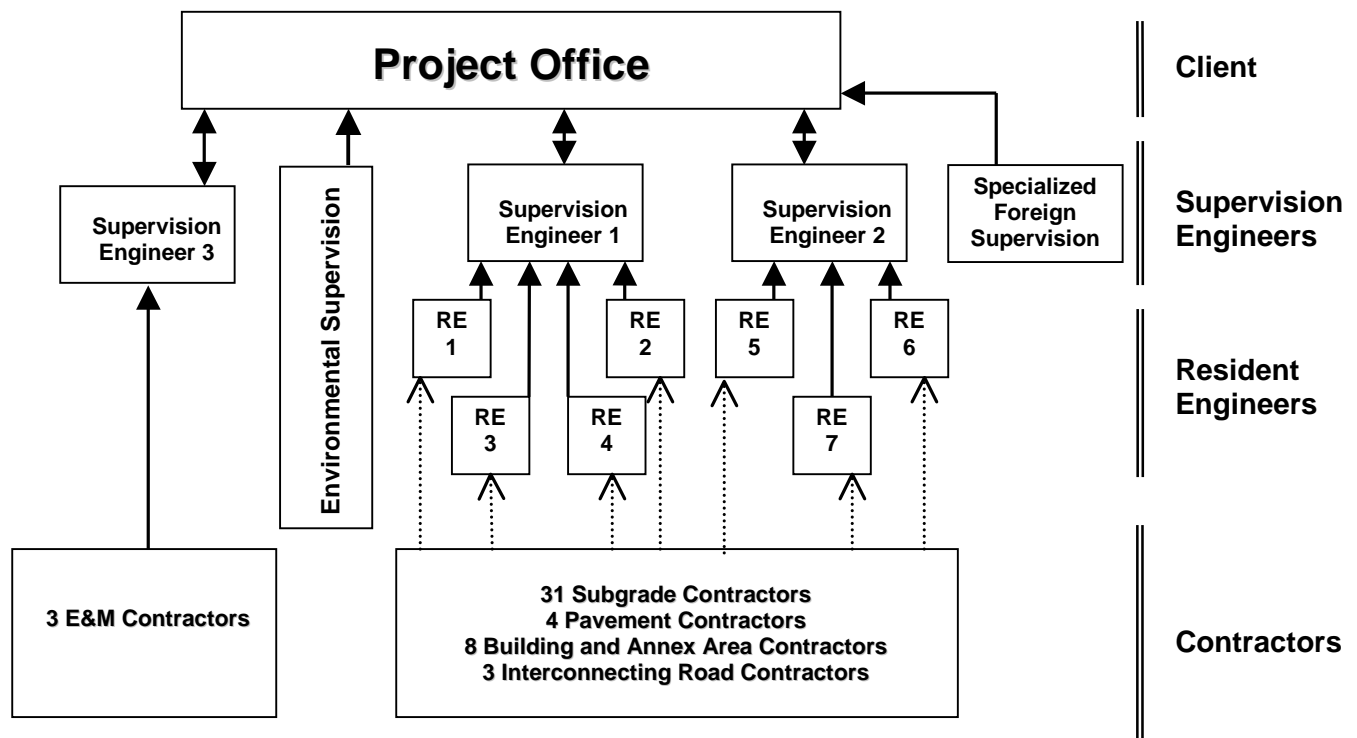
None

B. Institutional and implementation arrangements

The Borrower is the People's Republic of China (PRC), which will onlend the loan proceeds through the Ministry of Finance (MOF) to Hubei Province on the same conditions as the Bank loan to PRC. The overall direction of the project at the central level will rest with the Ministry of Communications (MOC) located in Beijing.

At the provincial level the project will be implemented by the HPCD, responsible for road management in Hubei province. The World Bank-Financed Project Office (WBFPO) in Hubei coordinated project preparation and will be responsible for the institutional strengthening and policy development components. It will also coordinate the implementation of activities and will remain the Bank's main counterpart during implementation. The Hubei Provincial Yiba Expressway Construction Headquarter (HPYECH) established by the HPCD, will implement the YBE and manage construction works as the "Client", with the assistance of the Hubei Provincial Yiba Expressway Company Ltd. (HPYEC) who will operate and manage the YBE after opening. The HPCD shall be responsible in the long-term for continued maintenance and sustainability of the expressway. Monitoring and evaluation activities shall be performed by the HPCD and the supervision entities (described below). Monitoring of institutional strengthening activities to ensure capacity building shall be performed by the relevant implementing unit (see Institutional Strengthening table under PAD Annex 4).

There are several innovations on the project with regard to supervision. These are summarized briefly and the chain of reporting is illustrated in the diagram below.



RE = Resident Engineer; E&M = Electrical and Mechanical Contractor; **Direction of Reporting**; **General Reporting (not yet distributed)**

- The HPCD will assign three engineers in the sense of FIDIC: one for civil works of the section from Yichang to Xingshan, one for civil works of the section from Xingshan to Badong, one for E&M works. Each engineer will be a firm signing a contract with HPCD.
- Under the two engineers for civil works there will be eight resident engineering firms. Each resident engineer would be a domestic firm having a contract with HPCD, but acting under the engineers.
- The two engineers for civil works would be assisted by domestic experts in bridges and tunnels who would advise them. These experts would be provided by a firm having signed a contract with HPCD.
- The HPCD proposed a foreign team including a tunnel expert, a pavement expert, and a bridge expert, who would advise the client.
- Since the YBE is in an environmentally sensitive area, a separate environmental supervision consultant will monitor and audit the contractor's compliance with the EMP. They will advise the supervision engineers and report to the client.
- During construction, the designers from the Hubei Provincial Highway Design Institute (HPHDI) and the Second National Survey and Design Institute from MOC (MOCN2) will update the designs to account for issues encountered in the field.

The Resettlement Action Plan (RAP) for the project was prepared by the dedicated Hubei Expressway Resettlement Office (HERO), who will lead resettlement operations. The resettlement under the project will be implemented by a three-level coordination organizational structure: *i.e.* city, county (district), and town. To facilitate the implementation of the land acquisition and resettlement under the project, Yichang and Enshi will establish local coordination headquarters and undertake the implementation of land acquisition and the RAP under the lead of provincial government sector.

C. Monitoring and evaluation of outcomes/results

PAD Annex 3 contains the performance indicators adopted for the project. The baseline data and target values were agreed and will be included as part of the project's monitoring reports. The WBFPO will assemble the necessary data and submit to the Bank semi-annual progress reports using guidelines and standards agreed to with the Bank. These reports will include physical progress, as well as information on compliance with safeguards and institutional strengthening. Annual independent audits of the special accounts will be carried out, and an implementation completion report (ICR) will be prepared within six months of the closing date of the Bank loan.

7. Sustainability

The sustainability of the project is ensured by: (i) the GOC's policy to improve accessibility to the western and central provinces; (ii) the Hubei provincial government's commitment to establish a transport corridor with access to an international seaport; and (iii) the constantly growing traffic in the corridor, sustained economic growth of the province and rapid development of the cities of Yichang and Badong. All of the above are enhanced by the matured and well-established relationship between the Bank and Hubei province through the previous successful lending operations.

Road maintenance is crucial to ensuring the sustainability of the Yiba Expressway. The HPCD has a proven history of success in road maintenance. For example the Bank financed NH3 (opened 2001), NH4 (opened 2002), and Xiaoxiang (opened 2005) expressways have been properly maintained since opening. While maintenance funding for much of the road network is low, this is not the case for expressways where maintenance activities are financed through tolls. Because of the difficult terrain that YBE passes through, the HPCD plan to devote a greater percentage of the toll revenue to support its maintenance than on other expressways.

8. Lessons Learned from Past Operations in the Country/Sector

The YBE will be the fifth Bank-financed highway project in Hubei, so the client has developed good experience and knowledge of the various stages of preparation and implementation of highways. The extensive experience that the Bank has developed based on the numerous highway projects in China and the corresponding lessons learned were incorporated in the project design. Among them are:

- **Importance of the Alignment Selection Process:** There is a tendency of domestic design institutes to select their alignments based only on engineering considerations. However, to truly optimize the alignment, it is necessary to also take into account the

social and environmental impacts—especially when the project is in an environmentally sensitive area such as the YBE traverses. During project preparation the task team worked closely the client, design institute, resettlement team, and the environmental consultant to minimize the overall impact of the project. The final project alignment considerably reduces the impacts of the project on the sensitive environment from the preliminary alignment.

- **Insufficient Information Leads to Cost Overruns:** Major cost variations have arisen, and in some instances projects been halted to allow redesigns, due to the contractors experiencing quite different geological conditions than were reflected in the designs. With some 75% of the project comprised of roads and bridges, the risk is exceptionally high in the YBE. To address this risk, more detailed than usual geological investigations were undertaken during the design stages. Special attention was paid at locations of tunnels.
- **Impact of Access Roads:** Access roads are often an afterthought, with contractors allowed to decide upon their location and designs. On some projects this has led to many negative environmental issues. Because of the remoteness of the area traversed by the YBE, there is a need for more numerous, and longer, access roads to construction sites than in previous Bank financed projects. To minimize the potential environmental impacts, particular attention was taken during preparation to reduce the number and impacts of access roads. The location of roads are to be specified in the bidding documents along with their general design requirements.
- **Waste Deposit Sites:** On many projects waste deposit sites have also been an afterthought. The contractors often locate them in the most convenient places, irrespective of environmental impact, and they are not properly engineered. For the YBE the location of all waste deposit sites are identified in the designs, and they have been carefully designed in order to reduce their environmental impacts. Where possible, they have been located in order to provide suitable land for agriculture and resettlement upon completion of the project. The local appropriate authorities agreed in writing to the preliminary designs of all waste deposit sites during project preparation.
- **Contractors Not Complying With the Environmental Management Plan:** On many previous projects, the work had a negative impact on the environment during construction and, upon completion of works, the contractors tried to restore as best as possible the damage inflicted¹⁰. To address this issue, two innovations were adopted for the YBE project:
 - i. The contract packaging and bidding documents, including technical specifications, were designed in order to clearly show contractors their responsibilities for preserving the environment and minimizing the environmental impact of their activities during construction. Key clauses from the EMP were ‘translated’ into technical specifications in a manner understandable by contractors, and included in the bidding documents and contract¹¹.

¹⁰ For an example, on the Second Jiangxi Highway Project over US\$ 3 million was spent to correct environmental damages caused by construction and poorly implemented greening works.

¹¹ The Ministry of Transport publishes standard specifications which are typically used with little, if any, customization to reflect the project specific requirements of EMP.

- ii. An EMP compliance framework was adopted which clearly identifies the contractor's obligations when non-compliance with the EMP is identified, and how compliance will be enforced.
- **Poor Supervision of the EMP:** The standard practice on Bank financed projects in China is to have the same supervision consultants responsible for supervising both civil works and the environment. When trade-offs had to be made, they were usually at the expense of the environment. It was difficult to hold consultants accountable for their poor environmental supervision performance. For the YBE a separate environmental supervision consultant, reporting directly to the borrower, will monitor and audit compliance with the project's environmental standards.
 - **Impact on Karst Cave Biodiversity:** Since karst caves can have unique biodiversity which can be irreparably damaged through projects in the vicinity, the project undertook biodiversity surveys for all caves within 500 m of the alignment, collecting samples of different plants, mammals and invertebrates for species identification. The EMP includes specific mitigation measures for caves, as well as a chance find procedure should additional caves be encountered.
 - **Risk of HIV/AIDS:** In parts of China, some two-thirds of new HIV/AIDS infections have been amongst migrant workers. Because of the large number of migrant workers on the project, there is a risk of transmission of HIV/AIDS. The HIV/AIDS information and education campaign conducted on the Hubei Shiman Highway Project is recognized as extremely effective. A similar campaign will be undertaken on the YBE project using a new standard education course, financed through the AusAID Infrastructure for Growth Trust Fund.
 - **Importance of Road Safety:** On previous projects problems were encountered with unsafe designs of interconnecting roads and junctions. A safety audit was done of the entire alignment during preparation, including interconnecting roads and junctions, to ensure that the safety was properly considered.
 - **Environmentally and Socially Responsible Procurement:** A common problem in China is that workers are not paid promptly or are underpaid¹². In 2008, the GOC introduced a new labor law which clearly identifies the rights of workers and grievance procedures. The project will support adherence to this new law through worker training and the availability of a grievance redress mechanism. Other ESRP issues, such as responsible procurement and disposal of materials, shall be addressed through piloting 'Environmentally and Socially Responsible Procurement' on the project (see PAD Annex 15).
 - **Affected Persons Not Receiving Compensation Payments:** Although it has not been a problem with Hubei Province's previous projects, the failure of project affected persons to receive their appropriate compensation payments is a risk on all World Bank financed projects in China and elsewhere. To facilitate the ability for persons affected by the project to lodge complaints the project will pilot an innovative 'Safeguards Compliance Monitoring System' (see PAD Annex 16).

¹² See "China's Modernizing Labor Market: Trends and Emerging Challenges". Synthesis Report for the ESW Component of the China Labor Market AAA Program. EAP Human Development Unit, June 2007.

Ownership of Institutional Strengthening Program: A common complaint of the HPCD on previous Bank financed projects in Hubei was that the number of institutional strengthening activities were too many and that they were supply as opposed to demand driven¹³. The three topic areas were proposed by the HPCD to the Bank since they address current issues in Hubei province. The program should therefore have the full support of the HPCD and therefore a higher likelihood of success than on previous Bank financed projects.

9. Safeguard Policies (including public consultation)

Safeguard Policies Triggered by the Project	Yes	No
Environmental Assessment (OP/BP 4.01)	[X]	[]
Natural Habitats (OP/BP 4.04)	[X]	[]
Pest Management (OP 4.09)	[]	[X]
Physical Cultural Resources (OP/BP 4.11)	[X]	[]
Involuntary Resettlement (OP/BP 4.12)	[X]	[]
Indigenous Peoples (OP/BP 4.10)	[]	[X]
Forests (OP/BP 4.36) ₁	[]	[X]
Safety of Dams (OP/BP 4.37)	[]	[X]
Projects in Disputed Areas (OP/BP 7.60)*	[]	[X]
Projects on International Waterways (OP/BP 7.50)	[]	[X]

10. List of Factual Technical Documents

- Typsa Tunnel Design Review Report
- Three Gorges National Geological Park Master Plan
- Feasibility Study for Impact of Project on Three Gorges National Geological Park
- Environmental Assessment Executive Summary, July 2008
- Environmental Impact Assessment (For Appraisal), July 2008
- Cave Biodiversity Study, June 2008, Draft Report V1.0
- Cultural Relics Report of YB Expressway
- Environment Management Plan (For Appraisal), July 2008
- Terms of Reference, Client's Environmental Supervision Consultant, July 14, 2008, Version No. 03
- Resettlement Action Plan (For Appraisal), July 2008
- Policy Framework for Resettlement and Land Acquisition of Xinshan Connection under Hubei Yiba Expressway Project
- The Social Assessment Report on Hubei Stretch from Yichang to Badong of Highway from Shanghai to Chengdu (Revised), July 2008

11. Contact point

Contact: Christopher R. Bennett
 Title: Sr. Transport Specialist
 Tel: (202) 473-30057

¹³ For example, see borrower comments in the Implementation Completion Reports for the NH4 and Xiaoxiang Highway Projects.

Fax: (202) 522-3573

Email: cbennett2@worldbank.org

12. For more information contact:

The InfoShop

The World Bank

1818 H Street, NW

Washington, D.C. 20433

Telephone: (202) 458-4500

Fax: (202) 522-1500

Email: pic@worldbank.org

Web: <http://www.worldbank.org/infoshop>