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The World Bank Financed Project

Inner Mongolia Trade and Transport Project

**Ethnic Minority People's Development Plan
(Version 4)**

Communication Bureau of Inner Mongolia Autonomous Region

Hohai University

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ABBREVIATIONS AND UNIT CONVERSION

CBIMAR	—	Communication Bureau of Inner Mongolia Autonomous Region
Chen Banner	—	Chen Barag Banner
CTS	—	Cargo Transfer Station
EMDP	—	Ethnic Minority People's Development Plan
Ergun	—	Ergun City
Ewenki Banner	—	Ewenki Autonomous Banner
Hulunbuir	—	Hulunbuir Municipality/Hulunbuir League
Inner Mongolia	—	Inner Mongolia Autonomous Region
Mo Banner	—	Daur Autonomous Banner of Morin Dawa
Mongolia	—	The People's Republic of Mongolia
Oroqen Banner	—	Oroqen Autonomous Banner
PAPs	—	Project Affected Persons
PIO	—	Project Implementation Office of Trade and Transport Project
PLG	—	Project Leading Group
P.R.C	—	The People's Republic of China
PRLG	—	Project Resettlement Leading Group
RAP	—	Resettlement Action Plan
Sumu	—	Equal to Township
Gacha	—	Equal to Village
SA	—	Social Assessment
SA Team	—	Social Assessment Team of Inner Mongolia Trade and Transport Project
West Banner/Xin Right Banner	—	Xin Barag Right Banner
Xin Left Banner	—	Xin Barag Left Banner
Mu	—	P.R.C area unit, 1 mu = 1/15 ha=667 M ²
Yuan	—	P.R.C currency unit, 1Yuan□8.3USD

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1 Introduction

According to the project situation and the World Bank requirement, under the help of experts from Hohai University, the communication Bureau of Inner Mongolia Autonomous Region compiled the Ethnic Minority People's Development Plan (EMDP). The compiling of the plan is based on the World Bank's *OD4.20 Indigenous Peoples*, *OP4.12 Involuntary Resettlement* and laws and policies concerned in P.R.C.

2 Project Background

The proposed project contains three parts: construction of trunk line; upgrade and reconstruction of road network; establishment of stations for cargo transfer and foreign trade facilities. Detailed introductions are the following.

2.1 Construction of Trunk Line

As for Hailar-Manzhouli section in national main trunk line--Suifenhe--Manzhouli Highway, recommended scheme is that the general direction is from east to west. This route starts from west side of Beiaobaoshan in the city of Hailar and connects with terminus of B road national main trunk line (SuifenheRiver-Manzhouli highway), section from Yakeshi to Hailar which passes Haotetaohai branch pasture, BayanKuren town, East Wusur, west Wusur, Zajinuoe ore district, the city of Manzhouli and ends in the new highway port of Manzhouli. It totals 186.257 Kilometers in length and possesses additional connecting line about 24 Kilometers.

This scheme is the reconstruction and broadening on the basis of the present tertiary highway, reconstruction of a part by taking the straight line and rebuilding.

Technical standard: Along the line of Hailar-Manzhouli highway, its topographical features are mini-hillock plain landform with slightly wavy terrain. According to above-mentioned survey of traffic capacity and results of LDS (level of service) analysis, section from Hailar to East Manzhouli of 176.669 Kilometers in length will be built in accordance with the first class highway standard of plain mini-hillock. Design running speed adopts 100km/h; section from East Manzhouli to new highway port of 9.588 kilometers in length will be built in accordance with the secondary highway standard of plain mini-hillock. Design running speed adopts 80 km/h.

2.2 Upgrade and Reconstruction of Road Network

Road network is planned to upgrade and reconstruct those main highway network that totals about 430 kilometers in length. Upgrading and reconstructing the main highway network is mainly for poverty alleviation roads or missing sections of road network, or sections or small

ports that mainly connect with Russia and Mongolia as international trade facilities. As sub projects of the road network construction, they are 111 national highway Dayashu-Baihuapai; Zajinuoer-Heishantou; Yiminsumu-Handagai; Alatanemole-Arihasate Port; Amugulang-Ebudege Port. The brief introductions of these 5 sub projects are the following.

1. Dayashu-Baihuapai

Two schemes are for Dayashu-Baihuapai highway. According to results of traffic volume forecast and comparison of the two schemes' strong and weak points, even taking the local specific situation into consideration, we recommend the second scheme. Recommended scheme starts from the terminus of 111 national highway sections—Tengke- Dayashu and ends in Baihuapai farm of Jagedaqi area with total length of 70.5 kilometers, which connects with completed final terminus of Tengke- Dayashu section and Baihuapai-Jiagedaqi section. It passes some controlling points, such as Hulubutie town, Neerkeqi Township, etc. The route direction is from north to south. The highway class is B-road with design running speed 40km/h.

2. Zajinuoer-Heishantou

Zajinuoer-Heishantou section mainly is natural greensward road, which crosses four administrative areas, including banner, county and city. It is the important part of port road in Hulunbuir Municipality.

Proposed scheme's initial point is located in the crossing of Chagang Sumu and 301 Highway. Its final point is in Heishantou Town of Erguna city with total length of 138 kilometers. A total of 227.52822 million Yuan will be invested and cost of construction for each kilometer is 1.648755Yuan. This project will begin from 2005 and be completed by the year of 2006. Stage of construction will last two years and it will put into service in 2007. Main controlling points of this route contain Zajinuoer, Hubei, Quanhe, Hulieyetu Fishery, Badagan Pasture and Heishantou Town with general direction from southwest to northwest.

3. Yiminsumu-Handagai

Proposed Yiminsumu-Handagai highway starts from Yiminsumu and ends 26 kilometers away from Handagai and the linking sector of East Banner-Dular highway. It totals 103 kilometers in length. The route direction is from north to south and design running speed is 30km/h. The total project costs are 159,898,840 Yuan and the cost of construction for each kilometer is 1,552,416 Yuan. Yiminsumu-Handagai highway will be planed to be constructed between 2005 and 2006 and be put into the service in 2007.

4. Alatanemole-Arihasate Port

Alatanemole-Arihasate Port highway makes for Xin Barnng Right Banner—Alatanemole with slight deflection of southward. It starts from the doorway of Highway Management Agency of Alatanemole town and ends in Arihasate Port, with only one controlling point—Jawula Mine. Design running speed is 60 km/h.

Alatanemole-Arihasate Port highway totals 82.502 kilometers in length. A total of 64,679,456 Yuan will be invested and cost of construction for each kilometer is 783,970 Yuan. This project will begin in 2005 and be completed in 2006 and it will be put into service in 2007.

5. Amugulang-Ebudege Port

This sub project's starting point is and the south exit road in Amugulang Town of Xin Barag Left Banner. Its terminus is Ebudege Port with total length of 19.3 kilometer. The total project costs are 27,718,750 Yuan and cost of construction for each kilometer is 1,436,204 Yuan. Construction time will last two years. That is to say, it will begin in 2005, and be completed in 2006. By the year of 2007, it will be put into service. Thus, this project beginning from K0+000~k1+700 sections (exit of Amugulang town) will be built in accordance with the B-road standard of plain mini-hillock, that is, a width of twelve- meters-wide road surface (full pavement), while the rest sections will be built in accordance with the tertiary highway standard of plain mini-hillock with a 8.5- meters-wide road bed and a 7- meters-wide road surface. Design running speed is 80 km/h.

The route's direction and main controlling points: the direction of Amugulang-Ebudege Port highway is in general from north to south. Main controlling points are Amugulang town and Ebudege Port.

2.3 Cargo Transfer Station and Foreign Trade Facilities

A station for trunk cargo transfer and foreign trade facilities in Hailar industrial park is to be constructed which makes it possible that railway will lead to this station by its own internal transfer. It contains basic facilities and rest places for long-distance trunk driver. (A total cost is about three million dollars) Facilities mainly are highway maintenance devices in foul weather and some hoisting equipments in transport interchange point.

3 Ethnic peoples in Project Area

The seat of this project--Hulunbuir, is the historic cradle for the growth of nomadic people in north China. The earliest people described in historical records in Hulunbuir are East Hu and its descendents are Tuoba tribe of Xianbei. In the 12th century, the Mongols rose from this area and laid a solid foundation for the establishment of Yuan Dynasty (1271-1368). In Qing Dynasty (1644-1911), this area was the important strategic place for guard against Russian aggression. Now, it has become important animal husbandry production base and export base of Natural herbage in China.

With a total population of 2,676,500, Hulunbuir is scattered with 35 groups. Among them, the population of ethnic groups is 468,600. Within all ethnic groups, Mongolian is the largest share with a total population of 218,200, Daur of 71,900, Ewenki of 26,500, Oroqen of 3,600 and Manchu of 96,900. Besides, there are Hui ethnic group and Korea ethnic group who also have large proportion of population (from *Hulunbuir Statistical Yearbook 2002*). As far as this project is concerned, the most influenced is the Mongolian ethnic group, while the other peoples are the beneficiaries of this project.

3.1 The Mongolian Ethnic Group

The Mongolians originated from the “East Hu” tribe in Warring States Period, Qin Dynasty and Han Dynasty. Main part of this Mongolians originated from Mentushiwei of Tang Dynasty, which was initially the name of a tribe roaming along the East Erguna River of Hulunbuir and later moved to western grasslands. “Mengtu” refers to “Mongolian people” in the earliest Chinese transliteration (see Old Tangshu. Beidi Legend). “Mongolian” began to appear in documents of Yuan Dynasty. “Mongolian” has several explanations. It is explained as “eternal center” in Mongolian documents. At the beginning of the 13th century, a Mongolian tribe headed by Genhis Khan unified all the other Mongolian tribes, giving birth to a new people--Mongolians. The Mongolians in Hulunbuir are mainly composed of Barag, Elute and Buryat tribal groups etc. The Mongolians in project are mainly Barag people.

The Mongolians of Barag is the people of Mongolian’ longest standing branch. Barag is also written as “Barahu”, “Bacihu” and “Barahun” etc in different documents, which is the main part of the Mongolians. Barag tribal group originated from Bargujin Rivers in the east of Lake Baikal. They were nomadic tribe in all periods of the world and later conquered by Genhis Khan. In Qing Dynasty, Barag Mongolians moved and settled down in Hulunbuir. One tribal group came from Russia area and together with Ewenki, Daur, Oroqen formed Chen Barag Banner; another tribal group immigrated from Chechenghan became Xin Barag and formed Xin Barag Left Banner and Xin Barag Right Banner. “Barag” is used to call the whole Hulunbuir up to now.

Barag Mongolians had been living a nomadic life with additional hunting. Yurts are their bases for production and life. In the Ming Dynasty, nongovernmental trade between the Mongolians and the Hans was rather frequent. When the Hans moved to the north, they were assimilated by the Mongolians, and thus “both were Mongols”. In the Qing Dynasty (1644-1911), their mode of production started to transit towards semi-nomadic mode. Some herdsmen changed into semi-agricultural and semi-nomadic resettled farmers. At the very beginning of the 20th century, a large number of the Hans immigrated into Inner Mongolia. Later, farmers of the south Mongolians also immigrated into Hulunbuir gradually. The mode of animal husbandry in the Mongolians changed and mainly adopted semi-nomadic and resettled styles. Gradually, they settled down. Since the reform of economic structure in 1980s, the Hans have moved out from grasslands and settles down in cities and towns. But they still keep close contact with Mongolian herdsmen.

The Mongolians have their own language and alphabet in history, which belong to the Mongolian group of the Altaic language family. Since the Hans immigrated into grasslands, the Mongolian language has also been using “Borrowed language”, later influenced by Lama Buddhism (Lamaism), the Mongolian language has some development to a certain extent. Historically, the Mongolians believed in Shamanism and later Lamaism.

Hulunbuir League became experimental area of the reform for economic structure in 1998. The Mongolians have been shifting from the single natural economy to commodity economy. The Mongolians engaged in non-agricultural production have been increased gradually, but animal husbandry still occupies the vast majority of the total production. Settled family breeding becomes the main mode of production. Meanwhile, management way of employing someone to graze has been increasing frequently. Usually the Hans adopt this way. Recently, pasture lands have been degenerated badly, especially in Xin Barag Left Banner and Xin Barag Right Banner. Many herdsmen again start their nomadic way by driving their herd to a new faraway pasture land.

Life style has changed. Motorbike replaces the traditional oxcart and becomes main means of transportation. For most herdsmen, yurts have become stock-raising places. Usually, they settle in banners, towns and sumus. One herdsman interviewed near the Arhashat port of West Banner belongs to this type□taking yurt as working place while his real home is settled in Alatanmole town (seat of West Banner government) over forty kilometers away. Most herdsmen live in the brick and tile houses. Some rich ones construct buildings of two or more storeys in cities and towns, which have slight difference with the Hans’ house in building materials, house style and indoor display.

Commodity economy has been intensified. Take West Banner as an example, herdsmen of Barag Mongolian have their tradition□be reluctant to sell out and kill the livestock. But now, livestock are mainly sold out on the market instead of taking them as their main consumable goods. Along with the frequent foreign trade activities of West Banner, an increasing number of people are engaged in private business and many part-time stock-raising herdsmen emerge. However, some herdsmen have weak money awareness. In their eyes, rich is represented by the large quantity of domestic animals they have. Though rich herdsmen have many domestic animals, they have small deposits held in the banks.

Due to frequent communications, the Mongolians and other peoples identify each other. In the aspect of language, use of two languages is very common. The Mongolians usually speak Chinese in markets and speak their own Mongolian language in their own group. At the same time, the Hans living where Mongols live in compacted community usually speak the Mongolian language. Head of Bayankuren in Chen Barag Banner says.

There are total 14 ethnic groups in our town, such as the Mongolian, the Hans, Daur and Ewenki by means of immigration, marriage and distribution etc. The Hui people are more than 100households and so the Ewenki, even Russian. They all live dispersedly with the same production, habits and customs. Basically, it is not easy to distinguish. During their mutual

exchanges and communication, they speak Mongolian language and Chinese as well. The Ewenki ethnic group also speak the Mongolian language. In Suomu Town, there are so many Hans who speak the Mongolian language. I am a Mongol and my wife is a Han. (ZTH-2)

Documents and investigation show the Hans that immigrated to Hulunbuir earlier have been localized--they drink the milky tea, eat the “Shoubarou (like hand-grasped meat)” and speak the Mongolian language. The Han people who immigrated later such as those Han people in Haotetaohai pasture maintain their own habits and customs. Apart from the language, the differences between the Hans and the Mongolians in mode of production, habits and customs have diminished gradually.

The Mongolians practice monogamy and prohibit marrying the person with the same surname. Marriage was generally arranged by parents in the past. But right now they practice free marriage. The owner of a blanket shop in West Banner said in the interview.

Although my husband and I have divorced, my parents did not object our marriage because he is a Han. Marriages among different ethnic groups are free from any restriction.”
(InterviewXYQ-8)

The wedding rituals follow the ancient way. Inter-marriage in different groups is becoming more and more common. The questionnaire indicates that in 21 surveyed Mongolian families, there are 9 between the Mongolians and the Hans. The inter-marriages between different groups account for 43% of the total marriage. While in the West Wuzhuur sumu where the Mongolian population occupies the 95%, inter-marriage is very common. Wedding customs and habits generally follow the Mongolian way.

Shamanism now completely vanish. Many old herdsmen believe in Lama Buddhism. The past religious festival— Memorial ceremony for Aobao and Nadam festival have become the enjoyable celebrations and interflow of commodities. The Mongolians also celebrate the Spring Festival and other festivals the same as the Hans.

3.2 The Oroqen Ethnic Group

According the historical records, those Oroqens in the Oroqen Banner originally dwelled in the west part of the Heilongjiang River. In the 17th they moved into the southern Heilongjiang River, later had a roaming and hunting life in Greater and Lesser Xinggan Range.

The Oroqen Ethnic Group is one the smallest of the 55 ethnic groups in China. Before the foundation of P.R.C, the whole population of was less than 3000. At the present, the Oroqen population of Hulunbuir is about the half of all Oroqens in China. “Oroqen”, it is the name they gave themselves. One meaning is “people who use reindeer”. The second meaning is “people living on the mountain”. In the Northern and Southern Dynasties (420-589), they are called “Shiwei”, “people of the mountain” of Yuan Dynasty and “barbarians in the mountain” of Ming Dynasty. In the early period of Qing Dynasty, they were called “Ertun”, “Erchun”

and even are regarded as a part of “Suolunbu”, and sometimes they were called “Dashengbu”. Later the Oroqens were generally called “Oroqen” with the meaning of “people who hunt the reindeer”. The Oroqen have their own language which belongs to the Tungus branch of the Manchu-Tungusic group of the Altaic language family. The Oroqen language resembles the Ewenki language very much. They have no written scripts of their own. Usually, Chinese is generally used.

Oroqen people derived and developed from one branch of Touba Xianbei. According to the history, they made a living on hunting. When the Qing Dynasty practiced “the Eight Banner military system”, Oroqen people were asked to abandon the hunting for agriculture but in vain. (Qianchuansilang, 1999). In the past, the Oroqen practiced the strict division of labor between men and women. Men usually hunt outside, while women handle family chores and nurse the children. A folk proverb goes like this, “Men are not scared of high mountains and women of trivial chores”.

In Qing Dynasty, the Oroqens moved to the south till the Greater and Lesser Xinggan Range, and later they had frequent exchanges and communications with the Manchu, the Hans, the Mongolian and the Daur. Having been influenced by Daur, some Oroqens changed into semi-agriculture and semi-hunting. Most Oroqens had a living on roamed hunting, living in “Xianrenzhu (house supported by wooden poles)” and wearing the clothes that were made of animal skins, such as deer skin and wolf skin. The Oroqen people usually had two meals per day. Their staple food used to be animal meat. They used skis, birch skin boat, reindeer and horse as their means of communications. All of these did not change until the their settlement.

In 1958, the Oroqen people realized complete settlement. In addition to their single hunting mode of production, they started to engage in agricultural production and various business operations. Due to no hunting in 1996, the Oroqen people made a living on agriculture and practiced various business operations. With so many natural disasters in recent years and the bad harvest of agriculture, the production was mainly supported by forestry. Nowadays, the Oroqen do not hold the belief of waiting and support from others, they earn a living by going outside for business and finding part-time jobs.

Mutual exchanges and communication among different groups have been increasing. The change from the hunting to agriculture and the practice of employing the Hans to plant are common. In the respect of language, the Oroqens speak their mother language while speak Chinese for social communication. They have a slight difference in basic necessities of life and marriage customs. Intermarriage in different groups is very common. For example, in Liemin Village, Wulubutie Town, there are 87 families composed of different peoples in all 88 families. Wedding ceremony usually follows the Hans.

The Oroqen people have the custom of respecting the old. The most solemn and important festival is the Spring Festival, which was influenced by the Manchu ethnic group, the Hans

with the same of celebration. They used to believe in Shamanism. Shamanism controlled their daily life and spiritual world. Now young Oroqens do not believe it any more.

3.3 The Daur Ethnic Group

The Daur ethnic group originally lived in the west of Heilongjiang River. In the 17th they moved into eastern foot of the Greater Xinggan Range, middle and upper reaches of Nenjiang River. Now they mainly live in West Mo Banner in the west of Nenjiang River. According to the history, they made a living on hunting. After the settlement, they change into agriculture and animal husbandry.

The Daur ethnic group call themselves “Daur”. From the second half of the 16th century to the 17th century, they were called “Dahuer” (according to the archaeological studies, it is the Chinese translation form of “Daur”) and “Dahanlia”. In Qing Dynasty, they were called “Dahur”; later they were always called “the Daur ethnic group”. After the foundation of P.R.C., the Daur ethnic group was called “branch of the Mongolian” and “Dhur Mongolia” instead of a single ethnic group. In 1956, the state officially restored and accepted their name of “Daur”.

There are several explanations of the origin and meaning of “Daur”. Among them one explanation is that it originated from “Dahe” of Khitan nomads is accepted by most scholars at home and overseas. The Khitan nomads established the Liao Dynasty which later was conquered by Kin. Some Kitans moved into the north and lived in Heilongjiang River. They also brought the architecture and farming technique to the north part of the Heilongjiang River. It was said that these people were the ancestors of the Daur. “Daur” means “pioneer”. With developed farming, they planted cereals, various vegetables and adopted the fallow in the earlier times. Having influenced by the Hans, they switched to agriculture. Later they moved the south till Nenjiang River. In Qing Dynasty, some Daur moved to borders of Hulunbuir and later moved into Hailar for settlement.

Daur population in Hulunbuir accounts for 60% of the total Daur population in China. Daur have their language but have no written scripts. Their language belongs to the Mongol branch of the Altaic language family. Daur applied the language belonging to the Manzu in Qing Dynasty. Since the Revolution of 1911 (the Chinese bourgeois democratic revolution led by Dr. Sun Yat-sen which overthrew the Qing Dynasty), Daur have been using Chinese. Due to living scatterly, Daur’s language has three dialects---Butaha dialect, Qiqihaer Dialect and Sinkiang Dialect. Their differences are slight.

Daur village of Wulubutie town in Oroqen Banner is formed by some Daur’s resettlers who were immigrated from the Nenjiang River basin in 1970s. Neighboring upon the Oroqen ethnic group, the Daur ethnic group has many exchanges and communications with them. Besides the “Shoubarou (like hand-grasped)”, the Daur have no difference with the Hans in

basic necessities of life and customs. Chinese is generally used and some Daur who live in pasture speak the Mongolian language and Chinese both.

The Daur practices the free marriage. The wedding ceremony is simple but ceremonious. Intermarriage in different peoples is very common. The typical example--such as the Director of Narke agency illustrates that. The couples are both Daur while their two sisters-in-law are Hans and their brothers-in-law belong to the Daur ethnic group.

The Daur ethnic group has the custom of respecting the old and being hospitality. Their most important festival is "Anie Festival", which is celebrated like the Spring Festival of common Chinese. In the past the Daur used to believe Shamanism and some of them believed in Lama Buddhism. Now Shamanism by and large does not exist.

3.4 The Ewenki Ethnic Group

The Ewenki Ethnic Group mostly live in the Ewenki Banner of southern Hulunbuir. There are two sayings about the origin of the Ewenki ethnic group. One is that they originated from Lake Baikal. *Ewenki Brief history* records that "in the year of 2000B.C, the ancestors had lived along the banks of outer Baikal and Baikal Lakes. Later they moved to the east and came to Hulunbuir Grassland in Qing Dynasty." The second saying is that the Ewenki are descended from people living near the Xinkai Lake and Xihuote Ranges. The Ewenki people are descendants of Ancient Wozus, which originated from Wusuli River, Suifen River and the lower reaches of Tumen River and moved to the west. They settled down in Hulunbuir in the 6th century (Wuyundalai, *Origin of the Ewenki*). This saying has been testified and proved by many historical documents.

"Ewenki" is the self-given name for quite a long time. From the Northern Wei to Tang Dynasty, Ewenki was included in "Shiweis" and the "Ju" tribe. In the Yuan Dynasty, they were called "forest people" and "barbarians", or "barbarians of the northern mountain" at the time of Ming Dynasty. After the 17th they were respectively called "Suoluns", "Tonggusi" and "Yakut". Later these three moved into Hulunbuir area. On 5th March 1958, the state restored its initial name and called it the Ewenki ethnic group.

According to the investigation, the meaning of "Ewenki" is a name for big mountains and forests in Siberia areas by the Ewenki people. *Ewenki Ethnic Group Brief History* has two explanations: One is "people living in big mountain forests"; the other is "people living in the south of big mountains". These two explanations both express that the Ewenki people live in the forest for every generation. While the historian Mr. Wuqudalai thinks that Ewenki derives from Olgi. "Anju" is the varied pronunciation of "Ewenki".

The Ewenki people have their own spoken language, which belongs to Man-Tongusic group of the Altai language family. They have no written scripts. The spoken language of the Ewenki people is comprised of three dialects--Hailar, Chen Barag and Aoluguya.

According to history, the Ewenki people earned a living on hunting and later the reindeer breeding. After the Ming Dynasty, the Ewenkis have frequent exchanges and communications with other peoples especially with the westward Daur. They both accept each other. The Daur language contains some vocabulary of the Ewenki language. The Ewenki people study the animal husbandry and planting. Meantime, culture of the Han people also touches the Ewenki society. Some Ewenkis start to settle down by living in earth and wood houses instead of “Xianrenzhu”. In the Qing Dynasty, some Ewenkis entered Hulunbuir and began the grassland animal husbandry. Their livelihood and customs have no difference with the Mongolian.

On history the Ewenki people practiced out-group marriage and natural division of labor. Men usually went out for hunting and fishing, while women engaged in collecting and producing food, sewing and nursing the young generation etc.

Immigrations in the past led to population dispersion. At the present moment, the productive activities of the Ewenki people vary according to their dispersion, such as animal husbandry, reindeer breeding and agriculture. Nearly half of them engage in animal husbandry. For instance, in Narkeqi of Wulubutie Town, local Ewenkis mainly earn their living on planting. Because of the long-term mixed living with other peoples and increasing exchanges and communications, the Ewenkis are the same with the Mongolians in basic necessities of life and customs. But they have slight difference with the Hans. In respect of language, the Ewenki people generally speak Chinese while speaking the Mongolian language in pasture area. Inter-marriage in different ethnic groups is increasing more and more. According to three families in the survey, all of them are exogamous. The old people are generally respected. Besides the traditional festivals---“Sebin Festival”, “Mikoulu” and “Obao Festival”, the Spring Festival is also the most important festival of the Ewenki people. They celebrate it with the same way of the Han people.

Shamanism totally vanished. Some herdsmen of the Ewenki people believe in Lama Buddhism (Lamaism). The traditional religious festivals--“Aobao” and “Aominaren” festivals, now become the pageant of entertainment and physical education.

3.5 The Manchu Ethnic Group

The Manchu ethnic group descended from Changbai Mountain. Its ancestry can be traced back more than 2000 years to the Sushen people who lived in Pre-Qin Dynasty. According to the historical documents, Sushen tribe had always been living in vast areas, such as the north of Changbai Mountain, middle and lower reaches of Heilongjiang River and Wusuli Rivers etc. In the Warring States Period (475-221B.C), they were called “Yilou”, and “Huji” and “Mohe” at the time of Northern Wei period. Later “Nuchen” replaced “Mohe” this ethnic name. In 1636, Huang Taiji (1592-1643, the eighth son of Nurhachi and later enthroned as Emperor TaiZong of the Qing Dynasty) chose the name of “Manzhou” to replace “Nuchen” for his people. In the following year, when he ascended the throne, he adopted Great Qing as

the name of his dynasty. According to archaeological studies, “Manchu” this word had been the name of the tribe and its area since the grandfather and father of Nurhachi.

The ancestors of the Manchu ethnic group made a living on hunting. Later they gradually immigrated, congregated and mixed. They gradually became agriculture-related. Before the Manchu entered the Shanhaiguan pass, they usually engaged in agriculture and some fishing and hunting. Later they settled down.

After the Manchus entered the Shanhaiguan pass, some Hans immigrated to the outer Shanhaiguan pass and formed the situation that many Hans and Manchus lived together and influenced each other. Chinese is gradually spoken by Manchus. Their agricultural techniques made some progress. The Manchu cheongsam gradually become the favorite clothes of many women of the Hans and very popular even up to the present moment.

Manchu has its own language and letters, which belongs to the Manchu-Tungusic group of the Altaic language family. Manchu letters were created in the 16th century on the basis of Mongolian letters, later influenced by Chinese. With more and more Manchus settling in the central plains since the Qing Dynasty, the economic and cultural exchange between Hans and Manchus become more and more frequent and Manchu gradually adopted the Han language--Chinese. At the end of the Qing Dynasty, the Manchus basically chose Chinese as their mother language. Meanwhile, local Chinese were also influenced by the Manchu language and had some elements of the Manchu language. (Chang Yingshen, 1993).

The Manchus in Hulunbuir mostly scatter in Mo Banner, Oroqen Banner and Hailar city. They mainly engage in the secondary and the tertiary industry. The Manchus in the agricultural areas center the agriculture and engage in various business operations such as animal husbandry, sideline and fishing industry etc. In respect to the customs and habits in production and life, the Manchus mainly engage in agriculture. As for language, the Manchus generally speak Chinese and the Manchu language is not spoken any more.

4 Legal Framework of Ethnic Peoples

4.1 P.R.C Constitution

In the first chapter “the general principle of the constitution” of *The P.R.C Constitution*, the fourth article is on the minority nationality.

All the ethnic groups in the P.R.C are equal. The state secures equality, solidarity and cooperation of minorities, prohibiting oppression and discrimination against any minority,

and prohibiting undermining national unity.

According to the characteristics and the needs of minority nationalities, the state helps accelerate the economic and cultural development of minority regions.

Regional national autonomy is established in compact communities of various minorities.

Self-movement organs are set for and autonomy is empowered to those minorities. The places with regional national autonomy are the integral components of the P.R.C.

People of the various minorities are free to use and develop their own languages and characters, and free to maintain and reform their own customs.

In addition, the sixth section “organs of self government in autonomous regions” in the third chapter “national institution” of *the P.R.C Constitution* contains the provisions on organs of self-government in autonomous regions. There are 11 provisions from Article 112 to Article 122. The provision of Article 118 is

Under the guide of government plans, organs of self-government in national autonomous regions are independent in charge of administrating the local economic construction. While tapping natural resources and setting up enterprises in national autonomous regions, the state should give consideration to benefits of those regions.

4.2 P.R.C Regional Autonomy of Minority Law

A particular law *P.R.C Regional Autonomy of Minority Law* deals with development in a minority territory.

In the ‘preface’ of this law, there is

Regional national autonomy reflects that the state respects and secures the rights of the minorities’ administrating their people’s affairs and that the state upholds solidarity and equality among the ethnic groups.

According to the provisions in *P.R.C Constitution* and *P.R.C Regional Autonomy of Minority Law*, besides the authority owned by a local vis-a-vis, organs of self-government in national autonomous region are entitled to exercise autonomy. Autonomy of organs of self government contains the following aspects. (1) autonomy in legislation; (2) flexible exercise of autonomy; (3) autonomy in administrating local political affairs; (4) autonomy in administrating local economic construction; (5) autonomy in local finance; (6) autonomy in administrating local affairs on science, education, culture and sports; (7) autonomy in setting up local public security troop to maintain social order; (8) autonomy in using and developing minority language and characters; (9) autonomy in training and adopting minority officials; (10) autonomy in administrating other local affairs.

P.R.C Regional Autonomy of Minority Law also contains provisions on national relations in national autonomous regions.

Article 48. *Organs of self government in national autonomous regions secure the equality of their various local ethnic groups.*

Article 50. *Organs of self-government in national autonomous region help other minorities living compactly in those regions establish corresponding autonomous regions or autonomous townships. Organs of self government in autonomous regions support the development of their various ethnic groups in economy, education, science, culture, hygiene and sports.*

According to the World Bank's guideline OD4.20 Indigenous Peoples, the SA Team carries out an investigation among the ethnic groups.

4.3 Administrative Rules of A Nationality Township and Others

Administrative Rule of A Nationality Township was issued by the PRC Nationality Affairs Committee by the first decree in 1993. In accordance with the rules, a nationality township is an administrative district at township level established in a compact community of the minority people. Combining the concrete circumstances and nationality characteristics, abiding by laws and regulations concerned, the government of a nationality township uses whatever conditions the locality offered to develop economy, education, technology and hygiene.

In accordance with laws, Wangdian Yao Nationality Township of Baise City and Nongwa Yao Nationality Township of Tianlin County enjoy era autonomy of a nationality township.

Urban Nationality Administrative Rules was issued by The PRC Nationality Affairs Committee by the second decree in 1993. The aims of these rules are to strengthen urban nationality work, to secure the legal rights of urban minority nationalities and to promote the economic and cultural development fitting with the needs of the urban minority nationalities.

In addition, The PRC Villagers Committee Organization Law also contains provisions on nationality affairs. Article 5 is "*villagers' committee of a multi-national village should inculcate villagers with emotional unity, mutual help and mutual respect.*" Article 9 is "*villagers' committee is composed by 3 to 7 persons including director(s), deputy director(s) and member (s). Members of a villager' committee, in a multi-national village should include member(s) from nationalities of a small population. An appropriate number of villagers' committee members should be assigned to multi-national village.*"

5 Socioeconomic Background of PAPs

PAPs(Project Affected Persons) refer to those people who are affected by the implementation of project. To be simple, some are direct beneficiaries of this project; others are people who suffer adverse impacts during the implementation of project, but these impacts can be mitigated. Generally speaking, this project is expected to bring positive impacts on ethnic groups in the project area and benefit them. There are some potential adverse impact only to some Mongolians who may be influenced by resettlement.

5.1 Population

By the end of 2002, Hulunbuir has total households of 812,166 with a population of 2,676,542 and each household has 3.295 persons. The number of male and female population is 1,368,791 and 1,307,751, accounting for 51.14% and 48.86% of the total population respectively. It has an agricultural population of 1,009,956 and non-agricultural population of 1,666,586, accounting for 37.73% and 62.27% of the total population respectively.

Hulunbuir is a region where many ethnic groups live in compact communities. The Mongolian ethnic group is the chief ethnic group and Hans occupies the major population. Three autonomous banners of ethnic groups in Inner Mongolian Autonomous Region are all in Hulunbuir. Among the 19 ethnic township/Sumu in the whole autonomous region, Hulunbuir occupies 14. By the end of 2002, Hulunbuir has its total population of 2,676,500 with vast majority of Hans. There is a population of 468,700 of other ethnic groups, which accounts for 17.51% of the total population. These ethnic groups include 218,238 Mongolians, 71,980 Daur, 26,578 Ewenkis, 3,623 Oroqens, 35,028 Huizu people, 96,924 Manchu people and 10,083 Chaoxian people.

Population distribution of each group is different, which shows the state of “great dispersion and small congregation”. Population of the Han mainly concentrates in big cities (such as Manzhouli City, Hailar City) and towns close to the important traffic lines (such as Bayankuren Town of Chen Barag Banner, Baorixiqin Town), state-run farms and pastures (such as Tenihe pasture, Taohai pasture and Cuogang pasture), newly-developed agricultural planting areas (such as Erka New Village of Xinkaihe town in Manzhouli City), agricultural districts (such as Daur Autonomous Banner in Morin Dawa), large and medium enterprises etc. In other words, they mainly rally in non-pasturing area and engage in non-pasture work. “Nomads on the horseback”—Mongolian ethnic group, mainly congregate in all pasture area of Hulunbuir grassland such as three traditional Mongolian dwelling area---Xin Barag Left Banner, Xin Barag Right Banner and Chen Barag Banner. Coming out of the great mountains and ending life of roaming and hunting, “the final hunter”—Oroqen ethnic group set down and mainly congregate in Oroqen Banner. Ewenki ethnic group mainly congregate its traditional dwelling place—Ewenki Banner. Daur ethnic group mainly congregate in Daur

Autonomous Banner of Morin Dawa and Ewenki Banner. Generally speaking, area with few ethnic groups tends to have high degree of congregation. While in the Liemin Village in Wulubutie Town, Oroqen Banner, there is typical phenomenon of mixed peoples living together.

Table 5-1: Population Structure of Hulunbuir in 2002

Peoples	Population	Total of Hulunbuir	Hailar	Manzhouli	Erguna	Mo Banner	Oroqen	Ewenki	Xin Right Banner	Xin Left Banner	Chen Banner
Total Population	Population	2676542	249668	154241	84782	305516	283466	143324	32952	39740	56204
Han	Population	2207866	197821	141303	65237	244669	250599	86943	6041	9893	27028
	Proportion	82.5	79.2	91.6	76.9	80.1	88.4	60.7	18.3	24.9	48.1
Mongolian	Population	218238	27532	6493	7517	6598	10878	25616	26066	29009	23930
	Proportion	8.15	11	4.21	8.87	2.16	3.84	17.9	79.1	73.0	42.6
Manchu	Population	96924	5879	2817	2292	17552	6858	3528	94	100	728
	Proportion	3.62	2.35	1.83	2.7	0.33	2.42	2.46	0.29	0.25	1.30
Daur	Population	71980	4784	661	470	29370	6948	14951	627	590	1540
	Proportion	2.69	1.92	0.43	0.55	9.61	2.45	10.43	1.90	1.48	2.74
Hui	Population	35028	10693	2256	6871	232	1200	1500	28	30	809
	Proportion	1.31	4.28	1.46	8.10	0.08	0.42	1.05	0.08	0.08	1.44
Ewenki	Population	26578	969	96	78	5570	3610	10151	55	91	2016
	Proportion	0.99	0.39	0.06	0.09	1.82	1.27	7.08	0.17	0.23	3.59
Korea	Population	10083	832	243	107	1015	847	221	19	0	62
	Proportion	0.38	0.33	0.16	0.13	0.33	0.30	0.15	0.06	0	0.11
Oroqen	Population	3623	245	37	63	307	2322	63	19	9	17
	Proportion	0.14	0.10	0.02	0.07	0.10	0.42	0.04	0.06	0.02	0.03
Other Ethnic Groups	Population	6222	913	335	2147	203	204	351	3	18	74
	Proportion	3.62	0.37	0.22	2.53	0.07	0.01	0.25	0.01	0.05	0.13

Source: Hulunbuir Statistical Yearbook 2002, P29; data of China and Inner Mongolia are both from Internet.

According to *P.R.C Regional Autonomy of Minority Law*, though Hans occupy the relatively larger proportion in the total population, Xin Barag Left Banner, Xin Barag Right Banner and Chen Barag Banner are minority autonomous region with the Mongol as its main body. Ewenki Banner is mainly Ewenkis; Oroqen Banner is mainly Oroqens and Morin Dawa Daur autonomous banner is mainly Daur. These ethnic groups enjoy much higher social and economic position in this area. All ethnic groups have been inhabited in this area for a long period of time. With regard to language, customs, mode of production and way of life, difference among each nation has been diminishing gradually with high degree of multi-nation's fusion especially intermarriage rate. Words of Village secretary of Liemin Village in Wulubutie town of Oroqen Banner are the most representative one. In her point of view, intermarriage has its advantages because each ethnic group has their own advantages and intermarriage will promote learning from each other. The kids of the intermarriage will be smarter. She herself is Daur while her husband is Oroqen. Increasing intermarriage of different ethnic groups, from the point of demography, will bring positive influence on the life quality and education. It also further intensifies the exchange and fusion of all peoples.

5.2 Resource and Economy

Located in the north of Inner Mongolia, Hulunbuir has the following main natural resources by the end of 2002. (1) Land resource: it has total land of 253,400 square kilometers, among which there are forests of 13.5474 millions hectares and cultivated land of 1.208 million hectares which occupies 4.78% of the total land. (2) Grassland: The total area of the grassland is 8.4577 millions hectare, of which the available land is 7.4233 millions hectare. And it is one of the well-preserved and unpolluted grassland in China. (3) Tourist resources: It has quite a lot of key touring scenery area and scenic spots relying on Hulunbuir grassland, forests, snows, lakes, ports and customs of the minorities. They have been listed as one of the twenty top national tourist scenic spots and one of six biggest scenery areas of China. It is also the unique highlighted area for development by China for national grassland tourist area.

Greater Xinggan Range which runs through from north to south separates Hulunbuir into three topographic units and economic form areas--East Greater Xinggan Range, Middle Greater Xinggan Range and West Greater Xinggan Range. West pastoral areas of the Greater Xinggan Range cover Chen Barag Banner, Xin Barag Left Banner, Xin Barag Right Banner and Ewenki Banner. It spans forest steppe, meadow steppe and typical steppe. More than 1,300 plants mainly are pasture grass. It raises sheep, yellow cattle and milk cattle. It is internationally renowned for the hometown of Sanhe cattle and Sanhe horse. Hailar-Manzhouli highway from the east of Hailar to Manzhouli city, highway from Amugulang town of Xin Barag Banner to Ebudege Port highway which adjoins with Mongolia Republic, and highway from Zajinuoeer Ore to Heishantou of Erguna city, they all locate in this pastoral area.

In the middle forest of the Greater Xinggan Range, there are Yakeshi city, Genghe city, Oroqen Banner and Ewenki Banner. Its main species of trees are Hinggan larch, birch, *pinus sylvestris* var. *mongolica* etc. It is also the main producing area for wheat. Highway from Dayangshu to Baihuapai locates this forest area. Yiminsumu is located in the transition zone between forest and grassland. Highway of Yiminsumu to Handagai also passes forest areas mainly.

Low hills and valley plain of Eastern Nenjiang Rivers are farming areas. Its arable area occupies 2/3 of the total of the whole city. It covers Zalantun city, Arun Banner, Daur Autonomous Banner of Morin Dawa (Mo banner). Its geographical features are low hills and valley plains that are prolific in soybean, maize and rice. It is the barn of Hulunbuir.

On the basis of such resource, project area centers attention on animal husbandry and forestry instead of agriculture. It is the most important base of animal husbandry and forestry. Animal husbandry is the most principal source of local residents' income.

5.3 Livelihood

This project involves several ethnic groups and diversified economy and cultures. The livelihood of each ethnic group has changed since the founding of the P.R.C.

1. Mongolian Ethnic Group

As far as Mongolian is concerned, there is a long food chain---plants as basis, animals as media while human as the highest consumer. They do not change the ecosystem at all but make full use of it. Herdsmen make full and comprehensive use of domestic animals. They eat their meat and collect their furs and skin, but also milk, poodle, advance the reproduction of the herd and burn the animal manure etc. Their dwelling place is characteristics with "yurt", which is a cylindrical tent with a pinnacle. It could be carried away by disassembling and loading into wooden vehicle with two wheels.

System reform that has been put into practice since the founding of the P.R.C exerts great impacts on its livelihood especially on the land system. Before the land reform, herds were private property while grassland belonged to the public. However, this land system had been totally changed. Here, *P.R.C Land Administration Law* is the most important law of land administration. There are mainly two forms of land ownership: state-owned or collective-owned. In pasturing area land especially grassland is collective-owned. That is to say, it is owned by all members of this community. Since 1982, Hulunbuir started to implement the "pasture grass two-tier management system on the basis of household management of production" and carry out the principles that focus on labor force with the population as the basis and in

favor of household. They fixed a price for domestic animals and all fixed assets owned by the production team such as tractors and sold to herdsmen. Also they change the system with team as the basis into household contract system. In 1996, according to population and the number of livestock (one sheep gets seven mus of grassland; one head of ox equals to seven sheep), they divide all grassland into each herdsmen while the collective ownership does not change. But the ownership of specific grassland is distributed to each herdsmen without change in 30 years in order to enhance the herdsmen' initiative of reasonable using of grassland and protection of grassland. As for the land owned by all the people, they mainly contract with operators for all grassland.

This land system reform and other social system reform changed the herdsmen's traditional nomadic lifestyle. Now their housing estates are separate from their nomadic places. Old people and children are living in housing estate because they need more smooth and steady life while young people move along with the herds. Housing estate is not a single yurt. Houses built with bricks and tiles are the main features of the housing estate. And the tents moved with the herds change a lot. Cell-phones are the popular devices for communication. Motorcycles and grassland motorcars have replaced the horses as means of transportation of "People on the horseback". TV satellite receiving device that can receive more than 30 channels make herdsmen's nightlife colorful. Wind power generator brings brightness of the night. Parents send their children to schools in banners and Hailar City instead of schools in housing estate. Education-oriented investment is the important part of herdsmen' living expenses.

2. Oroqen Ethnic group

Living in the Greater Xinggan Range forest region, the Oroqen Ethnic Group is the representative of hunters in the mountains. They experienced the change from mainly raising reindeer to hunting. Hunting targets of this ethnic group are wild life. They build their simple and crude house named "Xinrenzhu" (houses supported by wooden poles) with branches and birch bark and so on. Horses are their main means of communications for travel and transportation. They usually live a migrated life, eating animal's flesh and sleeping on animal's hide. Since the founding of PRC, the Oroqen ethnic group has been establishing the system of regional ethnic autonomy. In 1958, the Oroqen people realized complete settlement and ended the life of roaming and hunting, which ensures the growth of kids and the health of old people. In order to protect wildlife resource and maintain ecological balance, in 1996 Oroqen people implemented no hunting in whole banner. Oroqen people have already abandoned traditional single hunting mode of production and started to engage in agricultural, forest and stock raising production and various business operations.

3. The Ewenki Ethnic Group

Similar to the Mongolian ethnic group, the majority of the Ewenki ethnic group engage stockbreeding. However, the latter raises reindeer instead of cattle, sheep and

horses which adapt to their local ecological environment. Reindeer such kind of domestic animal has two functions of riding and transportation. Hunting not only increases Ewenki income but protect man and livestock as well. Due to tundra among forests, their houses are mainly made up of wood or bark. In the past frequent immigrations led to population dispersion. Ewenkis who are living in Mo Banner, Arun Banner and Zalantun City now engage in the production of semi-agriculture and semi-hunting. Those who live in Ewenki Banner mainly engage in animal husbandry. Ewenki people who live in the northwestern side of Greater Xinggan Range still engage in reindeer breeding and hunting. Those Ewenki people who live in Chen Banner engage in animal husbandry.

After the founding of P.R.C especially after the reform and opening up, living standard of each ethnic group in project area improves to a certain degree. By the end of 2002, urban residents of Hulunbuir have their per capita disposable income of 5,641 Yuan, nonproductive expenditure of 4,143 Yuan, family Engel coefficient of 43.83%. The pertinent data of Inner Mongolia are: per capita disposable income of urban residents of 6,051 Yuan, family Engel coefficient OF 31.5%; per capita net income of farmers and herdsmen of 2,086 Yuan, family Engel coefficient of 43.4%.¹ These show that economic income and living standard of farmers and herdsmen in this area are higher than that of average level in Inner Mongolian Autonomous Region.

By the end of 2002, Hulunbuir urban residents possess 106 color TVs, 89 washing machines, 55 electric refrigerators, 121 electric cooking appliances, 34 motorcycles, and 6 personal computers per one hundred households. Farmers of Hulunbuir have 103 TVs (among them 73 color TVs), 43 washing machines, 5 electric refrigerators and 20 motorcycles per one hundred households. Herdsmen of Hulunbuir have 72 TVs (among them 47 color TVs), 25 washing machines, 24 electric refrigerators and 80 motorcycles per one hundred households.¹

6 The Project impacts on the Ethnic Groups

6.1 Project and the Development of the Ethnic Groups

The implementation of the project will help and promote the local economic development. In general, ethnic peoples living in this project area are the direct beneficiaries of this project. According to the investigation and analysis, project

¹Data are from 2002*National Economy and Social Development Statistical Bulletin of Hulunbuir City* by *Hulunbuir Statistics Bureau*.
<http://www.hulunbeier.gov.cn/wgwz/2002tj/tjgb/hmgb.htm>

influence on production, life and economic development of ethnic groups is mainly illustrated in the following aspects.

6.1.1 Impacts on the Ethnic Groups in the Whole Project

Area

The influences on the ethnic groups in the whole project area are embodied in the following aspects.

1. Improvement on the traffic situation of the ethnic groups' regions

Hailer--Manzhouli highway is the important part of Suifenhe- Manzhouli highway's section in Inner Mongolia Autonomous Region, which is the first national main trunk line of east-west direction (5 of south-north direction, and 7 of east-west direction). Meanwhile, it is also the fundamental part of planning highway's frame--"3 of east-west direction, 9 of south-north direction and 12 exits" planning highways in Inner Mongolia Autonomous Region. Linking Yakeshi-Hailar highway to the east (It has been reported to Ministry of Communications for examination and approval. Section of East Yakeshi has been constructed or under construction) and connecting first-class port, the proposed project is one of the important passes for mutual economic and trade communication between east part of Inner Mongolia, three provinces in northeast China even the whole country and Russia, Mongolia. As sub-projects of the road network construction, six highways such as Alatanemole-Arihasate, 111 national highway Dayangshu-Baihuapai are rebuilt into secondary and tertiary highway from the original tertiary and the fourth-class highway composed of sand and gravel, which greatly improve traffic situation.

Affected ethnic groups: all ethnic groups in project area.

2. Creating more jobs for the ethnic groups.

It is certain that the implementation of this project will bring certain employment opportunities. Because of the long period and great workload of this project, the surplus labors of the ethnic groups along the highway will benefit from participating in the construction of this project, which helps improve the income of the local people of the ethnic groups along the highway.

Construction of service area in the middle of 301 national highway brings some influence on local areas. Because the total length of 301 highway is more than 200 km, all departments concerned and most people support the construction of a service area in the middle of this highway. Sparse population and freezing climate also determine the necessity of establishing the service area. Located in the middle of Hailar and Manzhouli, West Wuzhur Sumu, which is along the 301 national highway, is the ideal place for building the service area. This Sumu also proposes a layout for establishing a petrol filling station, necessary restaurants, accommodation and scenic spots for tourists, such as yurts. Hence, establishment of service area will bring considerable economic income to this Sumu and most Mongols, for people of this Sumu are mainly Mongols. So service area is also one of the favorable influences this project brings towards the project area.

Moreover, construction of highway promotes local economic development and introduction of some agricultural and sideling products items. It also creates more jobs. Service industries due to boarder trade's prosperity also provide increasing employment opportunities. Through participating in the construction of this project, the residents of the ethnic groups acquire a lot of job opportunities, which not only alleviates the employment burdens but also increase their own income.

Affected ethnic groups: all ethnic groups in project area.

3. Being conducive to the exploitation and usage of the resources

Hulunbuir Municipality covers a vast area with rich resources. Reserve of coal is the largest share. Besides, Hulunbuir Municipality is abundant in coal, electricity, forest farming and stockbreeding, non-ferrous metals and water resources, so it has superior situation for development. While the three provinces in northeast China have solid economic foundation but relatively short of energy and raw materials. Cooperating with the three provinces in northeast China and making full use of mutual advantages will have far-reaching significance to development of each other.

In order to realize the development and exploration of resources, highway traffic situations have to be in line with requirements. However, ethnic group regions had been in the state of backwardness and in border area where national environment is relatively tough and traffic facilities far lag behind the requirement for further development. By the end of 2002, the total highway of the whole Hulunbuir reached 9,498 kilometers. Highways of advanced and secondary road surface were 1,994 kilometers, which only amounted to 21% of the total highway. There is only 0.79 kilometer in one hundred-square-kilometer, which is far lower than the regional and the national level. Proposed highway and road network project will largely improve

the traffic situation of this area, which creates conditions for the development and exploration of rich resources in minority area.

Affected ethnic groups: all ethnic groups in project area

6.1.2 Impacts on the Ethnic Groups Living in the Areas along the Trunk Line

One of the direct influences the construction of this project on the ethnic groups living in such areas is that it will benefit the development of the ecological touring industries along the highway. State Council approved Hulunbuir Municipality as the experimental area for reform of economic structure in 1988. It is an ethnic group area composed of Mongolian ethnic group as a majority and Hans of larger population and other ethnic groups. In the far-flung Hulunbuir grassland, there are 35 groups living here such as Mongolian, Han, Daur, Ewenki and Oroqen etc. It has its unique and special tourist resources. In the whole world, tourism has become a brand-new green environmental protection industry with strong development. Hulunbuir Municipality has rich tourist resources, which combines natural scenery such as lakes, grassland, mountains and forest etc with peculiar folk-customs and cultural relics. Completion of this project will improve the traffic situation of areas along the highway and investment environment, which will further promote the tourism development of Hulunbuir municipality, drive its economic development and improve the economic income and living standard of all people along the highway. In the symposium convened in West Wuzhur sumu, secretary of the sumu has mentioned how to take the advantage of highway project to develop tourism with Mongolian characteristics.

Affected ethnic groups: all ethnic groups in project area.

6.1.3 Influence on the Ethnic Groups in West Banner

Hulunbuir Municipality has prolific land resources. There is 8.82 hectares per capita, among which the cultivated land is 0.49 hectares per capita, the woodland 4.50 hectares per capita, and grassland 3.08 hectares per capita. They are 11.5, 4.9, 27.3 and 16.3 times of that of the whole country respectively, which indicates the affluence of the land possession per capita and the powerful potential of exploitation and usage. Hulunbuir Municipality has become one of the most important bases for agricultural products of Inner Mongolia Autonomous Region. It has developed a series of peculiar superior crops production area mainly the wheat and pea. Every year 70% agricultural products are exported to other countries, which accounts for the first of whole region. The production of animal husbandry in whole Municipality has been shifting to the benefit-oriented type. Through a series of measures such as returning the cultivated land to grassland and further improving the mechanization of pasturage mowing and so on, the production of animal husbandry is competitive. In 2000, the total number of the livestock in whole Municipality reaches 5,763,000 and the gross of livestock

products was considerable. Though the present agriculture and animal husbandry of Hulunbuir Municipality are well developed, they do not form the development of industrialization. The benefits are not great. From the angle of whole project area, West Banner where branch line Alatanemole-Arihasate highway is located is the biggest beneficiary in promoting the industrialization of agriculture and animal husbandry in ethnic group region. The vast majority population of whole banner engages in animal husbandry. It covers 9 ethnic groups. The population of ethnic groups occupies 81.6% of total population of whole banner. Construction of this project brings excellent opportunity for the development of animal husbandry in West banner. In fact, construction of this project not only brings conveniences to the development of animal husbandry in West Banner but also brings unprecedented opportunities for the animal husbandry of ethnic groups in whole project area. At present, along the 301 national highway some famous companies in China have already built subsidiaries in local areas and they engage in the development of stockbreeding products. Some big companies such as Yili, Mengniu and Caoyuanxinfa, Changfu Milk Company, have set up subsidiaries and agencies along the 301 highway and collected animals and stockbreeding products such as milk etc. The construction of highway thus has great influence on the stockbreeding products in those areas along the highway and is also conducive to the improvement of industrialization and income of stockbreeding in ethnic groups.

Affected ethnic groups: mainly Mongolian people.

6.1.4 Influence on Oroqen Ethnic Group

As for the branch project of 111 national highway, the Dayangshu-Baihuapai section locates in Oroqen Banner of Hulunbuir Municipality. All ethnic groups in this area have been engaging in single production of agriculture or stockbreeding for quite a long time. Some traffic problems usually limit their export of products. Thus, it has no smooth circulation of commodities. As some local products without competitiveness could not seize the outside market, they could not bring higher benefits, which leads to the irrational industrial structure of this area. The products are few, no competitiveness and lower price. Implementation of this project improves the traffic situation of these areas, which makes it possible to the adjustment of industrial structure and the development of industrialization.

For instance, Wulubutie Town in the southeast of Oroqen Banner is located along two sides of 111 national highway. With a population of 21,437, it covers cultivated area of 420,000 mu and grassland area of 800,000 mu with more than 500,000 mu available. Wulubutie Town is a main congregation area of Oroqen people. It also covers Daur ethnic group and other ethnic groups. Now, the whole town centers attention on agricultural production. In order to make full use of the advantage of local resources and enhance the income level, it is quite essential and necessary to adjust industrial structure and advance the industrialization drive. Wulubutie Town is an hour's distance away from Dayangshu and Jiagerqi. So, its geographical advantage is obvious. But the present section where 111 national highway links these two places is tertiary gravel road, which is difficult to satisfy the adjustment of its local industrial structure and to promote industrialization drive and to help commodity circulation.

As one of the road network project, the reconstruction of Dayangshu -Nenjiang section of 111 national highway provides this town a great opportunity for development. By making full use of road network project, transportation conditions of local areas have been perfected and their geographical advantage has been strengthened. Proposed definite objective on Agriculture and animal husbandry, industrial development and infrastructure constructions of the whole town and detailed planning around this objective have been formulated. Such a series of measures have close relation with the influence of the road network project.

Because of its convenient communication advantage that most villages are along the two sides of 111 national highway and the great opportunity of project-building and implementation of road network project, Wulubutie town sets about to intensify its agricultural foundation and build six bases. They are beef cattle breed base, milk cow breed base, herbal medicine base, edible fungus base, breed base for object with distinguishing features and high-oil soybean base. With construction of these six bases, making full use of its local reserves and farmers' experience in these breeds and planting, it will not only occupy Dayangshu and Jiagedaqi markets but also put its products outsides towards middle-sized and big-sized cities

The implementation of these projects benefits from the construction of this project to a large degree. Thus, the project plays an essential role in the circulation of commodities between Hulunbuir Municipality and its surrounding areas, advancing local industrialization drive and further enhancing ethnic group people's income..

Affected ethnic groups: Ethnic groups in Oroqen Banner, such as Oroqen, Daur and Ewenki etc.

6.2 The Potential Adverse Impacts of this Project

6.2.1 Pass and Crossing

The livelihood modes of various peoples are formed through long history. Each region has its own peculiarities which sometimes have close relationship with project implementation. Take the Mongolian people as example: they make a living by stockbreeding and their life style has close relationship with highway. And this relationship does not exist in other areas or not as outstanding as this one even if there is such relationship. The pass for herdsmen's cattle and sheep is fixed, though it is not very clear for non-natives. Construction of highway may have some impacts on flocks and herds' moving across the highway. For instance, the improvement of the highway level speeds up the running vehicles, which increases the risk of those crossing-highway livestock, such as flocks and herds. If those cattle and sheep could not be allowed to cross the highway, passes need to be constructed under the highway. The number, width and height of the passes have to be in accordance with the need for the development of local stockbreeding right now and in the future. Hence, it is quite necessary to stress these characteristics as well as the needs of socioeconomic

development in ethnic groups' areas. On autumns, herdsmen transport back large amount of hay from grass-mowing field and store them in their houses. The investigation conducted in the West Wuzhur Sumu and Bayankuren Town of Chen Barag Banner shows that clearly. Due to the small specific gravity of the hay and in order to transport more grazing, those herdsmen innovate their tractors by widening and lengthening. They even widen the tractors again while loading hay and heap the mow to the much higher degree. Originally the "Four wheels (Tractors)" has low speed. It will be much lower while transporting bulky hay. The newly--established first-class highway (it will be expressway in the future) has a strict requirement for the speed, vehicle type and specification of the running vehicles.

6.2.2 Land Acquisition

Population geography scholar Hu Huanyong divided Chinese population by his "Aihui-Tengchong Line" in the 1930's. That is a virtual geographical borderline from Aihui of northeast China to Tengchong of southwest China. Dense population and less land are on the east of this line, whereas the sparse population and more land on the west. This line vividly shows China's population distribution. Since last century, this population distribution has not changed but has become more apparent.

The 5th census conducted in 2000 shows that land area of 12 provinces of the west accounts for 71.5% of the total area of China, while population of those provinces only accounts for 28.7%; the population density of China is 132 (person/ square kilometer) while Inner Mongolia Autonomous Region 20, only above Tibet (2.1), Qinghai (7.2) and Xingjiang (12). As regard to population density in proposed highway area, Chen Brang Banner is 2.6□ and Xin Barnq Left Banner is 1.8.

Because there is sparse population density and the impact of proposed highway on local people takes on a belt form, the impact of the project on the local people is very limited.

East Hailar-Manzhouli highway acquires 8833mu grassland, among which 1980 mu grassland is from Chagang Fame, Xin Barag Left Banner, accounting for less than 1% of the total grassland area. Among the project affected peoples, some are Mongolians. Based on the proportion of the Mongolians accounting to the total project affected population, the acquired grassland is 7622.8 Mu. The start point of this trunk is the economic zone in east of Hailar. Approval was granted to the grassland acquisition concerned two years ago. Now there is no grassland acquisition and house demolition here.

Table 6-1: East Hailar ——Mazhouli

No	Banner/Conty/City	Town/Sumu	Village/Gacha	Proportion of Mongolians accounting to the total project affected population	Total acquired grassland	Acquired grassland from Mongolian households
Unit					Mu	
1	Chen Banner	, Baorixiri	Hurigetai		300	0.0
2	Chen	Taohai Pasture		17.1%	450	76.8
3	Chen	Bayankuren		100.0%	1050	1050.0
4	Chen	Bayanhada	Bayanhada	100.0%	750	750.0
5	Chen	East Wuzhur	Chagannuer	100.0%	540	540.0
6	Chen	East Wuzhur	Byanwula	100.0%	780	780.0
7	Chen	East Wuzhur	Eertunwula	100.0%	600	600.0
8	Chen	West Wuzhur	Wuzhur	100.0%	150	150.0
9	Chen	West Wuzhur	Xigedeng	100.0%	540	540.0
10	Chen	West Wuzhur	Sarula	100.0%	830	830.0
11	Xin Left Banner	Chagang Pasture	Galutuo	82.0%	231	189.4
12	Xin Left Banner	Chagang Pasture	Adute	100.0%	1980	1980.0
13	Manzhouli	Xinkaihe	New Erka Village	21.6%	632	136.6
14	Total	—	—	—	8833	7622.8

Leaders concerned told that because the grassland acquired accounts for a very small part of grassland contracted by individuals, so PAPs hope to be compensated to them directly in light of rules and laws concerned.

6.2.3 House Demolition

Due to sparse population density and project impact features, constructing Hailar-Manzhouli highway and highways involve in 2 households and 1 bus station.

SA Team visited JWF's house. JWF lives in Yihewula Gacha, Chagang Town. Besides a house, JWF has a tile-structured house and 2 yurts near the highway. Their total area reaches 90 square meters. Mr. Lin of the same village rented the house and yurts to open a hotel. But the house and yurts have to be demolished due to the project. There are 5 family members in JWF's family. The average annual income is 2,5000 yuan, mostly from animal breeding. Three thousand yuan profit from house lease accounts for a small part in total family income. Therefore, JWF and his wife YCL support house demolition and believe that house demolition will debate the accident that vehicle crashes livestock. They hope that the compensation will directly be granted to them.

Another household affected is PZT, whose house is located in Erka New Village, Xinkaihe Town, Manzhouli. There are 8 family members in PZT's family. The houses affected include a tile-structured with 105 square meter and a simply equipped house

with 250 square meter. In addition, 1000 sundry seedlings will be removed. PZT supports house demolition due to the project.

The enclosure of Haotetaohai Bus Waiting Room of Taohai Pasture will be affected. Twenty meters long of the enclosure will be demolished, which will not affect the function of the waiting room. Leaders of the waiting room said that the traffic improvement would bring them economic benefits.

7 Mitigating Measures to Potential Adverse Impacts

7.1 Impacts of Improvement of Highway Level on Life and Production of Local Residents

1 Passes

Highway construction will bring positive influence on the local socioeconomic development. But improper design could exert negative impacts on the life and production of local residents. For instance, the improvement of highway level speeds up the running vehicles, which increases the risk of those crossing-highway livestock, such as flocks and herds. If those cattle and sheep could not be allowed to cross the highway, under passes need to be constructed under the highway. The number, width and height of the passes have to be in accordance with the need for the development of local stockbreeding right now and in the future. However, it also needs to be considered the technical feasibilities and economic constrains.

Through the survey of SA Team, local residents fully participated the project. Based on the consultation with the local residents, design institutes improved the original design. The passes increased from 23 to 47 which including level crossing 22. In the future implementation design, designers will further improve the design concerned the passes.

2 Easier Way

On autumns, herdsmen transport back large amount of hay from grass-mowing field and store them in their houses. Due to the small specific gravity of the hay and in order to transport more grazing, those herdsmen innovate their tractors by widening and lengthening. They even widen the tractors again while loading hay and heap the mow to the much higher degree. Originally the “Four wheels (Tractors)” has low speed. It will be much lower while transporting bulky hay. The newly--established first-class highway has a strict requirement for the speed, vehicle type and specification of the running vehicles. SA Team once reported the situation to the Communication Bureau of Inner Mongolia. Heads of the Bureau discussed the

potential problem, and ask the departments concerned to take proper measures to reduce potential adverse impacts.

The design institutes agree that the implementation design will further consult with the local governments and residents concerned. Considering the special livelihoods of the local residents, the owner will ask the designers to do more consultation with the project affected peoples.

7.2 Decreasing the Adverse Impact on Those Affected by Land Acquisition and House Demolition

7.2.1 Rationally Fix the Compensation Criterion

According to the laws and policies concerned issued by local governments and the state and the practical situation of this project, consultation with affected governments and representative of affected people, each compensation criterion was fixed. The compensation criteria of those affected land, buildings and other property will be no less than that of in the following table and they should be adjusted in accordance with actual inflation rate from February 2004 to the date of paying compensation.

7.2.2 Resettlement Action Plan

This project's influence on houses and land of each village (Gacha) is small, which exerts almost no impacts on original life system. RAP was discussed in towns/townships/Sumus concerned, and village/Gacha concerned. The following is fixed according to PAPs' opinions and actual situation of project: people affected are resettled in the original community, which could maintain their original life style, customs and the stability of social relationship. It is quite beneficial to restore or improve the living standard of production and life after land acquisition and house demolition.

Because the grassland acquired accounts for a very small part of grassland contracted by individuals, instead of collective compensation, compensation should be directly distributed to individuals in light of rules and laws concerned. Therefore, we should encourage PAPs to engage in their original industry and create an environment for the development of the secondary industry and tertiary industry. Environmental capability of project-affected area will be satisfied.

House removing and land acquisition adopt the following compensation methods. House removing: lump-sum compensation for homestead or constructing house in the same village; land acquisition: cash compensation have little influence on local area

and take public opinions into consideration. They do not want to adjust land anymore. Land acquisition and house demolition of this project have different influences on each village (Gacha), for villages are different in practical socioeconomic situation. This project will fix feasible resettlements and restoration plan in accordance with the number of actual land acquisition and house demolition of each village (Gacha).

7.2.3 Community and House Reconstruction

Reconstruction works of affected communities include field leveling, public project and configuration of social service facilities in resettlement places etc. Resettlers' living habits in their future development should be considered in constructing houses for resettlers. House reconstruction will follow resettlers' own will and resettlers themselves have house demolition and reconstruction. They will obtain correspondent economic compensation in line with their original house structure and house area. Compensation will be paid by stages in accordance with resettler's materials-preparing and house-building schedule. Resettlers will be resettled in their original community. The newly built house is no more than 500 meters away from the original one. In the process of house building, resettlers could live in their original house. After they complete new house construction, they demolish their old ones.

House compensation will be paid 50% before affected people start to build their new house. The rest 50% will be paid when half of the construction is completed. Selection of the relocation places will be fully consulted with affected households. Measures are taken to scatter the relocation houses in a village instead of setting up concentrated relocation places.

7.2.4 Land Acquisition Compensation and Restoration Measures

Because the grassland acquired accounts for a very small part of grassland contracted by individuals, the affected people would like to receive land acquisition compensation in cash. Besides that, the cash should be directly distributed to each household affected. There is no need to readjust grassland. After land acquisition, we should guide those affected to rationally make full use of land compensation and relocation subsidy in order to restore their living standard.

Land compensation and relocation subsidy mainly are to: 1. Improve the production conditions of animal husbandry 2. Intensify scientific education of agriculture and animal husbandry; enhance the production skills of labor force 3. develop local enterprises of medium and small size that produce and sell proper goods with lower risk. 4. Seize opportunity of project construction and drive the development of economy.

8 Public Participation and Consultation

A series of activities on public participation and consultation involved in the project has been put into effect. After selected some community, township, town and Sumu along Alatanemole-Arihasate Port highway, Dayashu-Baihuapai highway in the road net from the community and city along 301 national highway in November 2003, the team conducted survey there and had a comprehensive discussion with people from various ethnic groups and from all social levels.

8.1 Methodology

Experts from Communication Bureau of Inner Mongolia Autonomous Region, Communication Bureau of Hulunbuir and Hohai University consisted the research team. At the same time, the team invited some local ethnic leaders and residents to participate the plan compiling work. For example, in West Banner, the ethnic people were mainly Mongolians, so the team invited a deputy director of Xi Banner Communication Bureau and other related Mongolians to take part in the research. Most Mongolians can speak Chinese. Some old one speak Chinese not so good, some Mongolians in the team would speak to the interviewees.

8.1.1 Research Targets

The team planned to choose about 10 communities including 6 along the main highway trunk and 4 along the branch highway trunk before the fieldwork. The principles are: (1) sampling community should include the residential places and villages at different economic levels; (2) sampling community should have various geographic conditions; (3) sampling community should have various ethnic groups; (4) sampling community should have different administrative regions as possible. SA Team planned to choose about 20 economic entities as investigation targets. They should include minor economic entities such as farmers engaging in planting, animal breeding and animal husbandry, free-lance traders; the small-sized companies and the middle-sized companies involved in processing and trading; the big-sized companies or corporations. SA Team also planned to choose related institutions at all levels as the research targets such as local government and communication bureaus. SA Team changed their research plan during the fieldwork, for the communities with sparse population are greatly different from the commonplace communities, and relationship of the project and some economic entities and constitutions is different from the planning. For instance some institution planned as a research target turned out to the one hardly related to the project. So SA in practice did not choose it to conduct survey. But as regard to the institutes which were not listed in the planning but turned out to be closely related to the project, SA added them in its survey.

8.1.2 Field Work

Multi research methods are adopted to comprehend the research targets profoundly. They include observation, interview especially interview in depth, focus discussion, questionnaire and so on.

1 Interview

Interview is the main method adopted. Semi-structural interview in depth is applied in the fieldwork. Interview outlines need to be prepared in advance (see annex 3, annex 4 and annex 5). But in practice, SA members follow the basic train of research thoughts, and not rigidly follow the preconditioned questions to ask the interviewees. Due to the new findings in the interview course, they frequently ask additional questions to obtain more new information. Interview here refers to the conversation conducted by one interviewer and one interviewee or one interviewer and a few family members in a family.

2 Focus Discussion

Focus discussion is of semi-structure. The focus discussion outline needs to be prepared in advance—see annex 4 and annex 5—.SA members follow the basic train of research thoughts in practice, flexibly applying the outline.

3 Questionnaire

Different research methods fit different research demands. Observation, interview, focus discussion and questionnaire have their own advantages and disadvantages. Combination of different research methods derives their advantages. The team members prepared 100 questionnaires and distributed 91. Among 69 questionnaires collected back, 64 are effective. More males than females (44) answered the questionnaire questions, for there are more males than females in transport industry and government departments. They are at different ages and are from different ethnic groups including Han, Mongol, Ewenki, Daur and Manzu.

Table 8-1 Gender proportion

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	44	68.8	68.8	68.8
	Female	20	31.3	31.3	100.0
	Total	64	100.0	100.0	

Table 8-2 Age structure

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	17	2	3.1	3.1	3.1
	20	1	1.6	1.6	4.7
	21	1	1.6	1.6	6.3
	22	2	3.1	3.1	9.4
	23	1	1.6	1.6	10.9

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24	1	1.6	1.6	12.5
25	1	1.6	1.6	14.1
26	1	1.6	1.6	15.6
27	1	1.6	1.6	17.2
28	1	1.6	1.6	18.8
29	1	1.6	1.6	20.3
30	2	3.1	3.1	23.4
32	1	1.6	1.6	25.0
35	9	14.1	14.1	39.1
36	1	1.6	1.6	40.6
37	1	1.6	1.6	42.2
38	1	1.6	1.6	43.8
39	2	3.1	3.1	46.9
40	14	21.9	21.9	68.8
42	1	1.6	1.6	70.3
43	1	1.6	1.6	71.9
44	1	1.6	1.6	73.4
45	3	4.7	4.7	78.1
48	1	1.6	1.6	79.7
49	2	3.1	3.1	82.8
50	4	6.3	6.3	89.1
51	1	1.6	1.6	90.6
55	2	3.1	3.1	93.8
63	1	1.6	1.6	95.3
66	2	3.1	3.1	98.4
69	1	1.6	1.6	100.0
Total	64	100.0	100.0	

Table 8-3 Ethnic group distribution

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Han	34	53.1	53.1	53.1
	Mongol	20	31.3	31.3	84.4
	Ewenki	1	1.6	1.6	85.9
	Daur	6	9.4	9.4	95.3
	Manzu	2	3.1	3.1	98.4
	Huizu	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

Table 8-4 Self-comments on Family economic condition (comparing with the neighbors)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Excellent	11	17.2	17.2	17.2
	Good	24	37.5	37.5	54.7
	OK	27	42.2	42.2	96.9
	Not good	1	1.6	1.6	98.4
	Bad	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

Table 8-5 Occupation distribution

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Branch secretary of an agency	2	3.1	3.1	3.1
	Hotel safeguard	1	1.6	1.6	4.7
	Manager of Changfu Milk corporation	1	1.6	1.6	6.3
	Village Head	1	1.6	1.6	7.8
	Village Cadre	1	1.6	1.6	9.4
	Unemployed	1	1.6	1.6	10.9
	Hotel waitress	1	1.6	1.6	12.5
	Hotel boss	2	3.1	3.1	15.6
	Cadre	5	7.8	7.8	23.4
	Senior middle school student	1	1.6	1.6	25.0
	Worker	1	1.6	1.6	26.6
	Worker maintain the Highway	1	1.6	1.6	28.1
	Board chairman	1	1.6	1.6	29.7
	Civil servant	1	1.6	1.6	31.3
	Housewife	1	1.6	1.6	32.8
	Station master of Communication Bureau	1	1.6	1.6	34.4
	Manager	1	1.6	1.6	35.9
	Resident	1	1.6	1.6	37.5
	Barber	1	1.6	1.6	39.1
	Manager of haircut Company	1	1.6	1.6	40.6
	Worker in pasture	5	7.8	7.8	48.4
	Salesman in pasture grocery	1	1.6	1.6	50.0
	Cattle raiser in pasture	1	1.6	1.6	51.6
	Workers for animal breeding	1	1.6	1.6	53.1
	herdsman	4	6.3	6.3	59.4
	farmer	5	7.8	7.8	67.2
	Shop boss	1	1.6	1.6	68.8
	Shop boss	1	1.6	1.6	70.3
	peddler	1	1.6	1.6	71.9
	Production team leader	1	1.6	1.6	73.4
	Person working in institutions	1	1.6	1.6	75.0
Tariff collector	1	1.6	1.6	76.6	
Driver	4	6.3	6.3	82.8	
Retired cadre	2	3.1	3.1	85.9	
Retired worker	1	1.6	1.6	87.5	
Retired worker	1	1.6	1.6	89.1	
Branch secretary of Township	1	1.6	1.6	90.6	
Salesman	1	1.6	1.6	92.2	
Doctor	1	1.6	1.6	93.8	

	Villager living in a Town	1	1.6	1.6	95.3
	Herdsman living in a Town	1	1.6	1.6	96.9
	Farmer	1	1.6	1.6	98.4
	worker	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

8.2 Findings of Environment Assessment Team

Environment Assessment Team publicized public participation communiqué in *HulunbuirDaily* and *Manzhouli News* to inform people of the project on 24th September 2003.

Environment Assessment Team held public participation survey conference in Hailar, West Wuzhur and Manzhouli on September 29 and September 30. People attended the conference are 24 in Hailar, 15 in West Wuzhur and 18 in Manzhouli.

The following are the participants' views and recommendations.

- . Hope to design passes for livestock and fodder transportation vehicle, for most of herdsman along the highway live on the left side of the highway, while the pastures are on the right side.

- . Hope to design and build passes for livestock to safely cross the highway, for livestock often graze at the places with abundant water resources along the highway.

- . Hope to design and build enough culverts, for the highway may be submerged by water due to large rain quantity in summer.

- . Hope to control land area acquired for construction, for construction will seriously damage the grassland. Hope to level the land and plant the grass seeds after completing Project implementation.

- . In order to protect grassland scenery, hope not to build borrow and spoil grounds along highway which may be in a passenger's ken. The borrow and spoil grounds should be set on the hill back. The earth should be borrowed, after that, earth should be recovered and grass should be planted at that place.

- In order to protect wetland, hope not to set level crossing in wetland area to prevent vehicles from running on the wetland; hope to set isolator in wetland area.

- As regard to house demolition and rehabilitation due to highway construction, herdsman are willing to accept house demolition and rehabilitation, if they are allowed to build new houses. They hope the construction starts as early as possible, for it will improve local transport condition and further stimulate local economic development.

Environment Assessment Team distributed 100 questionnaires along the highway and collected back 78 valid questionnaires. The statistic result is the following. All answerers agree constructing the highway, agree the highway rout scheme, believe that the highway will benefit local economic development and better life quality; 7.7% of them know policy on house demolition and compensation; 48.7% know the policy a little and 3.6% know nothing; 43.6% of them dissent acquiring a part of pasture, farm land and demolish part of houses due to highway construction; 48.7% do not dissent ; 7.7% know nothing about that. 12.8% comply with land acquisition, house demolition and rehabilitation; 87.2% conditionally comply. As regard to noise, vehicle exhaust and raise dust, 53.8% of the answerers believe that highway construction mainly bring them noise. 84.6% indicate they will accept the anticipated environmental change during construction; 12.8% are indifferent to that; while 2.6% believe that is unbearable. As regard to three measures to abate the adverse environmental change: highway afforest, isolator, away from villages, 69.2% choose highway affores.

In the entry on “ other views and suggestions”, 21 answerers make recommendations. 26.9% of all the surveyed suggest not to move the earth on the spot.

8.3 Information Dissemination

Research indicates that information has played an important role in man’s act. Especially in nowadays, information quantity has largely increased and information channels have been various. It is not easy for project stakeholders to obtain information timely, accurately and completely. As for the important issues related to village collective benefits, villagers meetings and villagers’ representative meetings are helpful for villagers to learn the background, discuss problems concerned and take part in decision-making. As for issues related to the farmer’s and herdsman’s individual benefits such as house demolition, meetings and interviews will be helpful for farmer and herdsman to understand the project, the policies issued by local government and the state, and their own rights. To secondary stakeholders, wall newspaper, wired radio and TV are helpful information dissemination tools.

Fieldwork shows that farmers and herdsmen are well informed about the proposed highway construction and regard it as an important issue in their life. The SA Team worked out *Introduction to Inner Mongolian Trade and Transportation Project* and publicized the project for interviewees less informed during SA survey. Citizens along the proposed highway are concerned with Project implementation and regard it as one of important affairs in their life. Table 8-6 and Table 8-7 indicate that whether questionnaire answerers know the project and from which channel they obtain the project information.

Table 8-6 Whether you heard this project

		Frequency	Percent	Valid Percent	Cumulative Percent
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Valid	Yes	50	78.1	78.1	78.1
	No	14	21.9	21.9	100.0
	Total	64	100.0	100.0	

Table 8-7 Information channel

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	TV	6	9.4	12.0	12.0
	Internet	1	1.6	2.0	14.0
	Newspaper/magazine/book	2	3.1	4.0	18.0
	Relative/neighbor/colleague	21	32.8	42.0	60.0
	Civil servant	20	31.3	40.0	100.0
	Total	50	78.1	100.0	
Missing System		14	21.9		
Total		64	100.0		

Some people actively took part in the early phase of project preparation such as the survey. The project owner solicited affected people's opinions on land acquisition and house demolition, and thoroughly discussed the problems concerned with them. Villager informed the project owner with some important information such as the establishment of the passes. Affected people's views on the advantages and disadvantages of the project, and their recommendations see chapters concerned.

Owing to the satisfactory establishment of resettlement institutions, the establishment of affected people's information dissemination system and participation of affected people are mainly realized by resettlement institutions and the existing rural formal organization network. (1) Resettlement institutions are responsible for informing people affected on project background and the possible impacts of land acquisition, demolition and relocation; (2) People affected rely on resettlement institutions or rural organization network to reflect their willingness, ideas and the problems expected to be solved.

8.4 Recognition and Attitude toward the Project Impact

Project implementation will certainly have positive or negative impact on stakeholders of the project. Affected people's objective knowledge of the potential project impact is the base for them to participate the project implementation, advise and make recommendations. According to what the answerers concerned with, highway line and passes are two important issues.

Table 8-8 What do you most concern

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Highway direction	10	15.6	15.6	15.6

	Pass	14	21.9	21.9	37.5
	Impact of land acquisition and house demolition	2	3.1	3.1	40.6
	Policy on land acquisition and house demolition	6	9.4	9.4	50.0
	Nothing concerns	32	50.0	50.0	100.0
	Total	64	100.0	100.0	

The SA Team members interviewed the affected people on (1) the positive and negative impact on their families due to the project, (2) the positive and negative impact on local development due to the project.

People acknowledging the adverse impact on their families account for 18.8%, while people denying the adverse impact account for 81.3%. Pass, crossing, and traffic safety mainly reflect the potential adverse impacts. Apparently the answers are people living along the highway and people of the nearby communities. See Table 8-9.

Table 8-9 Whether the project has adverse impacts on your family?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	12	18.8	18.8	18.8
	No	52	81.3	81.3	100.0
	Total	64	100.0	100.0	

Table 8-10 Adverse impacts on your family

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		51	79.7	79.7	79.7
	More vehicles and more people may lead to various adverse affairs.	1	1.6	1.6	81.3
	Restaurant will be end. New one needs more investment.	1	1.6	1.6	82.8
	Noise comes due to the short distance between the highway and the house.	1	1.6	1.6	84.4
	Our tractors are unable to run on the highway if there is no pass.	1	1.6	1.6	85.9
	Passes are narrow for the livestock and it is not convenient to cross the highway	1	1.6	1.6	87.5
	Too short distance between the highway and the house may bring more traffic accidents.	1	1.6	1.6	89.1
	It is hard to transport hay in autumn.	1	1.6	1.6	90.6

If there is no crossing, we have no way to transport grass and fodder, unable to go shopping in the towns and it is inconvenient for tourists to visit here.	1	1.6	1.6	92.2
It will be inconvenient for carriages and tractors to run on the highway if there is irrational design.	1	1.6	1.6	93.8
High pitch nose will trouble our life.	1	1.6	1.6	95.3
Income will decrease, for restaurant will be contracted by others and there is no house lease rent.	1	1.6	1.6	96.9
No adverse impacts.	1	1.6	1.6	98.4
Without crossing, local people's vehicle hardly can run on the highway	1	1.6	1.6	100.0
Total	64	100.0	100.0	

Land acquisition and house demolition may be a serious problem in investment project in area with dense population. Due to sparse population in the project area, there is a little house demolition and the land acquired accounts for a small proportion of land in this area. Therefore affected people do not particularly concern about the land acquisition and house demolition. What the affected people concern most is compensation policies and land compensation criterion.

Table 8-11 Which do you most want to know on land acquisition and house demolition

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Closely related to the impact on my family	3	4.7	21.4	21.4
	Compensation policies and related criterion	10	15.6	71.4	92.9
	Else	1	1.6	7.1	100.0
	Total	14	21.9	100.0	
Missing	System	50	78.1		
Total		64	100.0		

Affected people are clear about the positive project impact. 92.2% affected answers acknowledge that the project will have positive impact on themselves and their families.

Table 8-12 Whether the project has a positive impact on your family

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	59	92.2	92.2	92.2
	No	4	6.3	6.3	98.4
	Not clear	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

The positive impacts are involved in many aspects, mainly in traffic convenience.

Table 8-13 Positive impacts on your family

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		5	7.8	7.8	7.8
	Convenient to do business	1	1.6	1.6	9.4
	Convenient and safe to drive the vehicle	1	1.6	1.6	10.9
	Quicken the driving speed and increase safety factor	1	1.6	1.6	12.5
	Convenient to sell livestock and for children to go to school and for adults to obtain employment	1	1.6	1.6	14.1
	Traveling convenience	3	4.7	4.7	18.8
	Bring the traveling convenience and propel economic prosperity	1	1.6	1.6	20.3
	Shorten the distance between the house and office and bring traveling convenience, convenient to go to office to work	1	1.6	1.6	21.9
	Convenient to go town seat.	1	1.6	1.6	23.4
	Traveling convenience, more people which benefit my business	1	1.6	1.6	25.0
	Because the highway is safe and has convenient traffic, it is convenient to buy grains. The transport cost decreases and tire abrasion decreases too. Convenient to do business.	1	1.6	1.6	26.6
	More convenient to transport farm products such as soybeans	1	1.6	1.6	28.1
	Convenient	1	1.6	1.6	29.7
	Convenient	1	1.6	1.6	31.3
	happy	1	1.6	1.6	32.8
	Traveling convenience	1	1.6	1.6	34.4
	Traveling convenience	1	1.6	1.6	35.9
	Convenient	1	1.6	1.6	37.5
	Benefit people's production and increase family income	1	1.6	1.6	39.1
	safer	1	1.6	1.6	40.6
	More convenient to maintain the road	1	1.6	1.6	42.2
	Benefit business	1	1.6	1.6	43.8
	Improve living condition	1	1.6	1.6	45.3
	Convenient to live here	1	1.6	1.6	46.9
	Convenient traffic ;Increase family increase	1	1.6	1.6	48.4
	Convenient traffic; quick speed, comfortable and safe journey.	1	1.6	1.6	50.0
	Convenient traffic; more chances to go traveling	1	1.6	1.6	51.6
	Convenient traffic propel the league development and prosperity	1	1.6	1.6	53.1
	Convenient traffic	1	1.6	1.6	54.7
	Convenient to send kids to school and fetch them back	1	1.6	1.6	56.3
	Convenient to drive vehicle due to the decreased tire abrasion and short distance	1	1.6	1.6	57.8
	Quicken local economic development and make traveling more convenient	1	1.6	1.6	59.4
	More guests will better the restaurant business	1	1.6	1.6	60.9
	Bring convenience to traveling and business. The low transportation cost is closely related to my benefits.	1	1.6	1.6	62.5
	Bring convenience to traveling and selling grain	1	1.6	1.6	64.1

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	Bring convenience to traveling	1	1.6	1.6	65.6
	Good highway will bring convenience for us to transport vegetables to the port and for kids to go to schools located in Manzouli and Zaqu	1	1.6	1.6	67.2
	Highway will bring convenience to stock . More people buy my good and I can sell more.	1	1.6	1.6	68.8
	Highway shortens the distance and save transportation fee	1	1.6	1.6	70.3
	Highway shortens the distance and bring us convenient to go to Hailaer and other places	1	1.6	1.6	71.9
	The broad highway benefits our traveling and decrease the traffic jam and thus decrease traffic accidents.	1	1.6	1.6	73.4
	The broad highway brings us convenience	1	1.6	1.6	75.0
	The broad highway brings traveling convenience and further attracts more tourists to come here	1	1.6	1.6	76.6
	The qualified highway brings us traffic safety and decrease traffic accidents	1	1.6	1.6	78.1
	The qualified highway brings convenience for transportation	1	1.6	1.6	79.7
	Sell more goods and thus increase income	1	1.6	1.6	81.3
	Improve living condition. My family will be better one year after another.	1	1.6	1.6	82.8
	I don't know	2	3.1	3.1	85.9
	The transportation speed will be quickened. Convenient for us.	1	1.6	1.6	87.5
	Convenient for us to travel	1	1.6	1.6	89.1
	We are happy to have a broad highway. The present one is too narrow, too dangerous.	1	1.6	1.6	90.6
	Construction highway will lead to richness. If the project is high qualified, it will increase the local social and economic development.	1	1.6	1.6	92.2
	Benefit economic development	1	1.6	1.6	93.8
	Benefit production and living. More convenient than before.	1	1.6	1.6	95.3
	Be convenient to transport fodder	1	1.6	1.6	96.9
	On the whole, advantages overwhelm disadvantages	1	1.6	1.6	98.4
	At least it brings us bright future.	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

As regard to the relationship between the project and the locals, the answer is similar to that of the relationship between the project and the family. The concrete answers on the advantages and disadvantages see Table 8-14 and 9-15.

Table 8-14 Concrete adverse impact on locals

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		56	87.5	87.5	87.5
	Whether the vehicle to transport fodder can run on the highway. If not, there is adverse impact	1	1.6	1.6	89.1
	May have more traffic accidents.	1	1.6	1.6	90.6
	If there are few passes, it will be inconvenient for livestock to cross the highway, for land and grassland have been contracted to individuals.	1	1.6	1.6	92.2
	If the highway is first-class one, we can not run on the highway.	1	1.6	1.6	93.8
	Passes and house demolition	1	1.6	1.6	95.3
	If the pass problem can not be	1	1.6	1.6	96.9

	solved, herdsmen' life will adversely impacted.				
	It is good to construct a highway, so there is no adverse impact.	1	1.6	1.6	98.4
	It will acquire land	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

Table 8-15 Positive impact on locals

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		4	6.3	6.3	6.3
	Safety and convenience and more tourists	1	1.6	1.6	7.8
	Increase the exchange between the local and the outside and decrease the traffic accidents.	1	1.6	1.6	9.4
	Bring convenience for transportation	1	1.6	1.6	10.9
	Improve local economic development and increase our income	1	1.6	1.6	12.5
	It is more convenient to transport fodder, go shopping and do business than before	1	1.6	1.6	14.1
	Unwanted local labors can build the highway	1	1.6	1.6	15.6
	It is convenient to go Hailaer	1	1.6	1.6	17.2
	Bring more advantages for local social and economic development.	1	1.6	1.6	18.8
	It helps relief cargo transportation pressure and thus benefits developing the old economic zone of northeast China.	1	1.6	1.6	20.3
	More leaders to visit our company	1	1.6	1.6	21.9
	Develop grassland economy and quicken local economic development.	1	1.6	1.6	23.4
	Bring convenience to the locals and improve local economic development and benefit highway maintenance.	1	1.6	1.6	25.0
	Improve local transportation condition	3	4.7	4.7	29.7
	Improve local transportation	1	1.6	1.6	31.3
	Promote local economic development	1	1.6	1.6	32.8
	Be convenient local people	1	1.6	1.6	34.4
	Be convenient local commodity exchange.	1	1.6	1.6	35.9
	Decrease traffic accidents. People and cars will be safer.	1	1.6	1.6	37.5
	Be safer. Promote local economic development.	1	1.6	1.6	39.1
	Convenient traffic	1	1.6	1.6	40.6
	Convenient traffic benefits all of us	1	1.6	1.6	42.2
	Convenient traffic is the favorable	1	1.6	1.6	43.8

	precondition to develop pastures.				
	Convenient traffic helps economic development	1	1.6	1.6	45.3
	Convenient traffic and unblocked transportation improve economic development	1	1.6	1.6	46.9
	Convenient traffic and transportation increase trade volume and thus improve economic development	1	1.6	1.6	48.4
	Convenient traffic saves time	1	1.6	1.6	50.0
	Cargo transportation volume will increase	1	1.6	1.6	51.6
	Convenient transportation will help people improve their living condition.	1	1.6	1.6	53.1
	Convenient transportation	1	1.6	1.6	54.7
	Traffic condition will be better and we will gain more information from the outside.	1	1.6	1.6	56.3
	Construction highway leads to richness. Economic development will be quickened.	1	1.6	1.6	57.8
	Economic development. Highway will lead to improved living condition and There will be more people to have dinner in restaurants.	1	1.6	1.6	59.4
	May improve herdsmen's economic development	1	1.6	1.6	60.9
	May quicken Sumu economic development and improve working efficiency.	1	1.6	1.6	62.5
	Shorten the distance and bring convenience to transportation and low the cost.	1	1.6	1.6	64.1
	Broad highway brings convenience for driver and accident rate will decrease.	1	1.6	1.6	65.6
	Improve agriculture, sideline, animal husbandry and milk industry.	1	1.6	1.6	67.2
	Bring convenience to sell and purchase goods, save working time and thus bring convenience to do business. The products can sell to the outside.	1	1.6	1.6	68.8
	Bring convenience to herdsmen's life; helpful for preventing fire in spring and autumn; benefit local economic development; bring convenience to transport fodder.	1	1.6	1.6	70.3
	Stimulate economic development	1	1.6	1.6	71.9
	Improve local economic development and better economy	1	1.6	1.6	73.4
	Foreign trade development in Xi Banner will be quicker.	1	1.6	1.6	75.0

Convenient for kids to go to school and for adults to go outside.	1	1.6	1.6	76.6
If the highway is qualified, the traffic accident rate will decrease.	1	1.6	1.6	78.1
Improve economic development	1	1.6	1.6	79.7
Construction highway leads to richness. Construction highway certainly will better local economic development. It will help the development of restaurant and other catering business	1	1.6	1.6	81.3
Construction highway leads to richness.	1	1.6	1.6	82.8
Benefit economic development	1	1.6	1.6	84.4
Help economic development in Chen Banner and better people's life	1	1.6	1.6	85.9
Benefit local economic development	1	1.6	1.6	87.5
Benefit local economic development	1	1.6	1.6	89.1
Benefit local economic development	1	1.6	1.6	90.6
Benefit economic development	1	1.6	1.6	92.2
It will help speed economic development, make traffic convenient , save time and improve working efficiency.	1	1.6	1.6	93.8
Help to explore local , Russian and Mongolian resources and; stress the important role of ports in the local area; has large traffic latent capacity. □	1	1.6	1.6	95.3
Benefit transportation, save cost and make life convenient	1	1.6	1.6	96.9
Transportation volume and pass volume will increase and propel the local development	1	1.6	1.6	98.4
More prosperous transport industry and we can sell more goods	1	1.6	1.6	100.0
Total	64	100.0	100.0	

Because the answerers are clear about the relationship between the project and the answerers themselves / their families and about the relationship between project and local social economic development, they have definite attitude toward the project. 28.1% answerers say “ anxiously hope this project will be put into effect”; 68.8% answers say “ agree the project”. None of them object. But 3.1% answers express that they are not clear the impact.

Table 8-16 Whether you hope this project be put into effect

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Agree	44	68.8	68.8	68.8
	Not clear	2	3.1	3.1	71.9
	Totally agree	18	28.1	28.1	100.0
	Total	64	100.0	100.0	

Project and affected people have close relationship. If the project obtain approval, some answerer have their plans.

Table 8-17 If the project obtains approval, what do you or does your family have any plan?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Enlarge our business	1	1.6	1.6	1.6
	Travelling	1	1.6	1.6	3.1
	Open a grocery	1	1.6	1.6	4.7
	Travelling	1	1.6	1.6	6.3
	Visit my Mongolia relatives	1	1.6	1.6	7.8
	Engage in breed industry and raise cattle	1	1.6	1.6	9.4
	Encourage family members and friends to buy trucks and do transportation business	1	1.6	1.6	10.9
	Continue my hotel business. I'm costumed to it.	1	1.6	1.6	12.5
	Open a grocery	1	1.6	1.6	14.1
	I may establish a company to do trade business or work in other trade company.	1	1.6	1.6	15.6
	Enlarge business scale	1	1.6	1.6	17.2
	Enlarge milk source base	1	1.6	1.6	18.8
	travelling	1	1.6	1.6	20.3
	Take advantage of the port to do business in many fields and enlarge production scale.	1	1.6	1.6	21.9
	Do more business	1	1.6	1.6	23.4
	Buy a truck to sell gain, vegetable. It will save time and cost and decrease transportation fee.	1	1.6	1.6	25.0
	If the project will be put into effect, the road condition surely will be much better than the present one. I will transport more goods to this place.	1	1.6	1.6	26.6
	Just like the present situation	2	3.1	3.1	29.7
	no	41	64.1	64.1	93.8
	Open a store	1	1.6	1.6	95.3
	Help other villagers reach "a better-off level"	1	1.6	1.6	96.9
	Invest more	1	1.6	1.6	98.4
	Open a vehicle repair shop	1	1.6	1.6	100.0
	Total	64	100.0	100.0	

9 Local Development Plan

Construction of this project promotes the local socioeconomic development. Governments of areas along the highway constitutes relevant development plan.

9.1 Service Area and Local Socioeconomic Development Plan

Construction of Hailar-Manzhouli highway project brings unprecedented development opportunities for West Wuzhur. The area where Sumu is stationed is close to the highway and locates in the middle of Hailar and Manzhouli. The favorable geographic advantages make this Sumu actively engage in the planning and operation of the construction in highway service areas. Currently, West Wuzhur Sumu government has already made a brief planning. The service area under planning not only covers facilities such as simple restaurants, accommodation and gas station etc but also some high-level recreational and entertainment places. Some local tourist scenic points with characteristics of ethnic groups are to be constructed in the service area to perfect its functions. Besides the passing drivers, it also attracts more tourists to have sightseeing and amusement.

As for the source of construction fund of service area, Sumu government is ready to invite businessman for investment. As construction of the service area will be invested by local area, local development plan does not increase the investment of this project, but can bring certain economic benefits local development.

Because the development plan of West Wuzhur Sumu is closely related with the implementation of highway project, the local government needs to cooperate with departments of construction and designing in time when the plan is under lay outing. They will reach an agreement about the issues such as specific situation of service area and the crossing of highway.

9.2 Highway and Local Socioeconomic Development Plan

Located in the southeast of Oroqen Autonomous Banner, Wulubutie Town holds the opportunity of the construction of 101 national highway Baihuapai-Dayangshu, one of the project road networks. Combing the practical situation of this town, local government makes a socioeconomic development plan.

1. Intensifying the foundation of agriculture

Establish breeding base for beef cattle. On the basis of breeding base for cattle of Narkeqi hunters, they will develop breeding for beef cattle. Build a dairy cattle base. By making full use of the advantages that most villages are located along the two sides of the 111 national highway, it is going to develop breeding base for milk cow and thus have a large quantity of milk cow and a milk station. Establish the productive base for edible fungus. It plans to enlarge and enhance the original production of the edible fungus. Create its own green band and form the scale advantage. By making full use of the advantage of the highway communication and occupying the market such as Jiagedaqi, Dayangshu etc, it will promote its products to the outside and go to the large-size and medium-size cities. Establish production base of soybean with higher oil production. To fully promote the soy bean, it will extend the soy bean area, which will increase farmers'/hunters' income.

2. Enlarge the gross of industrial economy. Establish Narkeqi silage processing plant. It is going to establish a silage processing plant for beef cattle base. Establish farm livestock products processing plant.

10 Institutions and Organizations

In order to intensify the project management, Inner Mongolia Trade and Communication Project has already established the following institutions.

10.1 Project Institutions

1 Project Leading Group (PLG)

PLG is formed by leaders in charge of communication affairs in Planning Committee, Finance Bureau, Communication Bureau, Land Management Bureau of Inner Mongolia Autonomous Region. Project Implementation Office of Trade and Communication in Communication Bureau of Inner Mongolia Autonomous Region (PIO), and in Municipality along the highway. A vice Chairman of Inner Mongolia responsible for the region communication affairs acts as the director of PLG.

2 Project Management Office (PMO)

PMO is formed by personnel in charge of resettlement in Planning Committee, Finance Bureau, Communication Bureau, Land Management Bureau of Inner Mongolia Autonomous Region, PIO, and by those responsible for resettlement and

rehabilitation affairs in the related Municipality Resettlement Office. Director of PIO acts as director of PMO. PMO consists of Engineering Department, Finance Department and Multipurpose Department. PMO director is appointed by CBIMAR, and he/she is the legal person of the proposed project.

3 The Other Organizations Concerned

There are other organizations concerned as shown in the following

- ⌘ Planning Committee of Inner Mongolia Autonomous Region
- ⌘ Finance Bureau of Inner Mongolia Autonomous Region
- ⌘ Communication Bureau of Inner Mongolia Autonomous Region
- ⌘ Land Management Bureau of Inner Mongolia Autonomous Region
- ⌘ Implementation Office of Trade and Communications in Inner Mongolia Autonomous Region

10.2 Resettlement Institutions

Resettlement institutions are very important for resettlement and rehabilitation. The governments of Inner Mongolia and the related municipality, city, county and Banner attach importance upon the resettlement affairs, and resettlement offices at various levels are established so as to carry out the resettlement and rehabilitation well.

1 Project Resettlement Leading Group (PRLG)

PRLG is formed by leaders in charge of resettlement in Planning Committee, Finance Bureau, Communication Bureau, Land Management Bureau of Inner Mongolia Autonomous Region, PIO, and the related Municipality along the highway. A vice Chairman of Inner Mongolia responsible for the region communication affairs acts as the director of PRLG.

2 Project Resettlement Office (PRO)

PRO is formed by personnel in charge of resettlement in Planning Committee, Finance Bureau, Communication Bureau, Land Management Bureau of Inner Mongolia Autonomous Region, PIO, and the related Municipality along the highway. Director of PIO acts as director of PRO.

3 Hulunbuir Municipality Resettlement Office (HMRO)

PRO is formed by personnel in charge of resettlement in Finance Bureau, Communication Bureau, Land Management Bureau of Municipality, and Project Implementation Office of Trade and Communications in Municipality (PIOP). Director of PIOP acts as director of PRO.

4. Banner Resettlement Office (BRO)

BRO is formed by personnel in charge of resettlement in Finance Bureau, Communication Bureau, and Land Management Bureau of Banner/County. One leader in charge of resettlement in Banner/County/City Communication Bureau acts as director of B/CRO.

5 Sumu Resettlement Office (SRO)

SRO is formed by personnel in charge of resettlement in township/town along the proposed alignment. One township/town leader in charge of resettlement acts as director of SRO.

6 The Other Organizations Concerned

The other resettlement organizations concerned are shown as the following.

- ⌘ Planning Committee of Inner Mongolia Autonomous Region
- ⌘ Finance Bureau of Inner Mongolia Autonomous Region
- ⌘ Communication Bureau of Inner Mongolia Autonomous Region
- ⌘ Land Management Bureau of Inner Mongolia Autonomous Region
- ⌘ Implementation Office of Trade and Communications in Inner Mongolia
- ⌘ Communication Design and Survey Institute of Inner Mongolia
- ⌘ Hohai University
- ⌘ Donghua University
- ⌘ Finance Bureau, Communication Bureau and Land Management Bureau of the municipality affected
- ⌘ Finance Bureau, Communication Bureau and Land Management Bureau of the banner/county affected

- ⌘ Land Management Section of township/town affected
- ⌘ Village Committees affected

Ethnic Minority Development Plan (EMDP) will not establish the special institutions. The work of EMDP will be finished in the above mentioned institutions.

11 Implementation arrangement And Budget

11.1 Implementation

Implementation of the EMDP will be in line with the implementation schedule for the project works and RAP (see RAP schedule). It will be carried out in a sequential manner, starting with the consultation activity.

11.2 Budget

The budget of the EMDP is combined to the engineering and resettlement.

The budget for the increased passes and the other related facilities, which is particular for ethnic peoples, is not calculated here alone but included in the budget of highway engineering.

Resettlement and rehabilitation costs have been included in the RAP. The cost for information dissemination and further consultations with the Mongolian PAPs are included in the operating budget of the resettlement offices, which is also budgeted in the RAP.

The implementation of the highway from Hailar to Manzhouli will influence Mogolian people along the line. To mitigate the potential adverse impacts of the highway, the Communication Bureau of Inner Mongolia Autonomous Region compiled the RAP. According to the RAP, the Mogolian people concerned will get compensation from the project. At the same time, some measures are adapted to help their development. Detailed budget please see table 11-1.

Table 11-1 Development plan for Mongolian people along the way of Hailar—
Manzhouli

Items	Unit	Compensation Rate (Yuan)	Affected	Compensation(Yuan)
Grassland	Mu	720	7622.8	5488416

12 Monitoring and Evaluation

According to the requirement of World Bank, in order to guarantee the implementation of the Ethnic Minority People's Development Plan (EMPD) and make the ethnic minority groups in the project area obtain development □ we will make regular monitoring and evaluation on the affected ethnic minority groups in project area. Monitoring is divided into two parts: internal monitoring and evaluation, external independent monitoring and evaluation.

12.1 Internal monitoring and evaluation

Internal monitoring and evaluation is carried out by Project Leading Group of Inner Mongolia Autonomous Region, Project Office of Inner Mongolia Autonomous Region, Project Leading Group of Hulunbuir, Project Office of Hulunbuir and other related agency of prefecture, county and city. The purpose is to get the specific situation of affected ethnic groups in the process of project construction in time.

Internal supervision practices the regular monitoring twice a year. Monitor the production and life of ethnic minority groups in the project area. Collect data and make analysis. The monitor will report to the World Bank on monitoring and evaluation twice a year.

The main contents of monitoring:

- ⌘ Compensation situation of the land acquisition
- ⌘ Compensation situation of households suffering demolition
- ⌘ House reconstruction situation of settlers
- ⌘ Relation between project construction (especially passes and crossings) and the life of ethnic minority groups
- ⌘ Relation between project construction (especially passes and crossings) and the production of ethnic minority groups

12.2 External Monitoring and Evaluation

The external monitoring and evaluation is mainly regular independent monitoring and evaluation. It will pay special attention to ethnic minority groups' situation in the process of project implementation. Trade and Communication Project Office of

Communication Bureau in Inner Mongolia Autonomous Region is planned to employ Hohai University as the independent monitoring agency. The external monitoring agency will require inclusion of an ethnic minority expert.

According to the principle of World Bank's OD4.20 *Indigenous Peoples*, the external monitoring agency will monitor the affected ethnic minority groups in the project area and examine all implementation process and activities from the comprehensive and long-term angle. The independent monitoring agency tracks the relation between ethnic minority groups and project in the process of implementation. Also it will monitor whether the implementation of the project is in accordance with the requirement of the World Bank OD4.20 *Indigenous People*, whether the living standard of settlers is enhanced or above the level of no project. It monitors whether the highway construction will have negative impacts on the ethnic minority groups' residents along the highway. If it has potential negative impacts, whether it should or should not take effective measures to diminish the adverse impacts affected by the project. The independent monitoring agency will give advice to the related departments according to the problems in the process of monitoring in order to provide convenience to the production and life of ethnic minority groups and promote the development of ethnic minority groups in project area.

Monitoring procedures and contents of independent monitoring agency:

- ⌘ Compile monitoring and evaluation outline
- ⌘ Specify monitoring and evaluation objects and fix the investigation scheme
- ⌘ Investigation
- ⌘ Establish the information system of monitoring and evaluation
- ⌘ Start the monitoring and evaluation investigation
- ⌘ Sort out and analyze the data
- ⌘ Independent Monitoring and evaluation report

Independent Monitoring and evaluation agency will hand in monitoring and evaluation report in October from the year of 2004. It works once a year in the total three-year construction period. When the project is constructed and finished, it still has to make one monitoring. So the total times of monitoring are four.

